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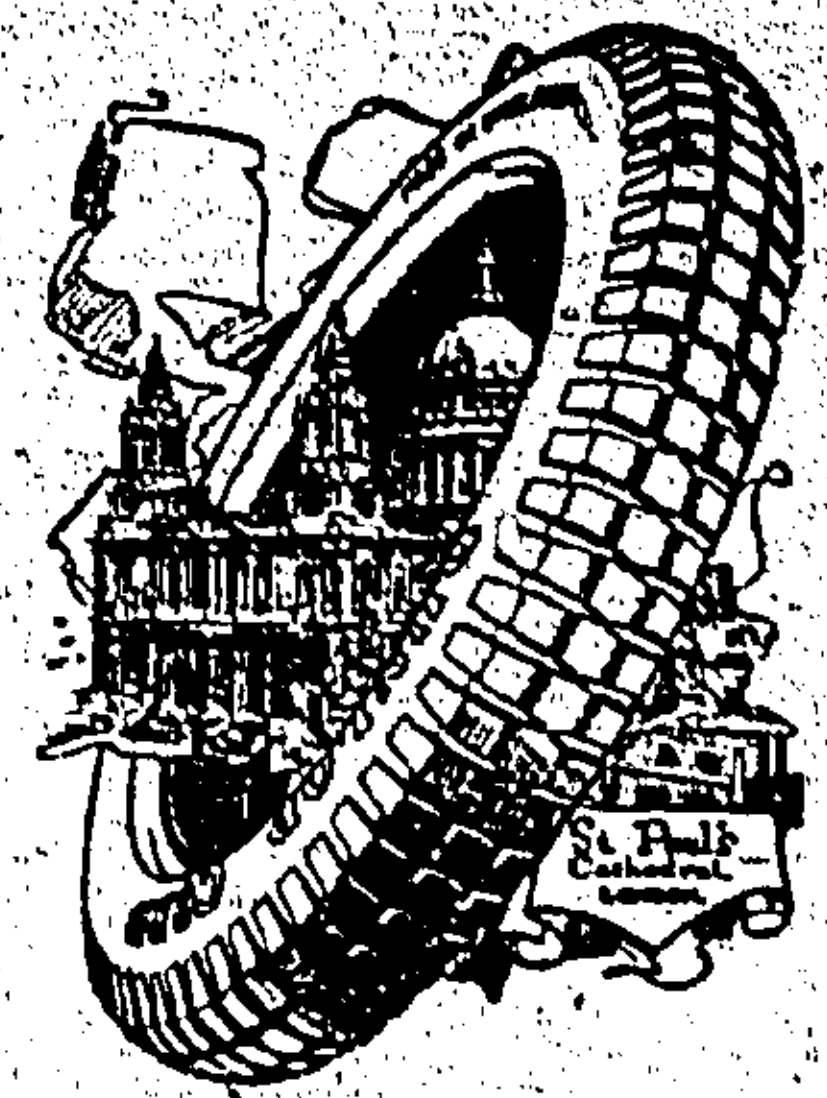
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SWEETS TO BE LEGALISED.

ONLY ON HORSE AND PONY RACES.

LIMITS SET TO CLUBS' COMMISSION.

SALE OF TICKETS.

The Hongkong Government has decided to introduce a Bill into the Legislative Council legalising sweepstakes on horse and pony races, provided certain conditions are fulfilled, one of which is that not less than 90 per cent., or, in the case of a Club organising the race, not less than 80 per cent. of the total subscription is devoted to prizes. This is indicated in the draft of a Bill to amend the Gambling Ordinance which appears in the current issue of the *Government Gazette*.

No General Permission.

It is explained that the object of this Ordinance is to give conditional legal sanction to the ordinary club sweepstakes conducted on horse or pony races which it has hitherto been the practice to ignore though illegal under the existing Gambling Ordinance.

The sanction is limited to horse and pony races as it is considered undesirable to give a general permission which may encourage new forms of sweepstakes.

New Section.

The change is to be effected by the addition of a new section to the principal Ordinance. This new section is in the following terms:

18.—(1) Ordinary social or sporting clubs in the Colony may, with the approval in writing of the Inspector General of Police, conduct sweepstakes on horse or pony races provided that the following conditions are observed:

(a) Not less than ninety per cent., or, in the case of a club organising the race not less than eighty per cent. of the total subscription shall be devoted to prizes for the subscribers.

Sale of Tickets.

(b) Except in the case of pari-mutuel or cash-sweep tickets sold by the club organizing the race on the premises of the race course during the meeting at which the race takes place to persons attending such meeting, no tickets shall be sold; but, subject to the provisions of sub-section (2), the chances shall be allocated only to members or subscribers of the club conducting the sweepstakes, who shall sign their names to numbers on lists in the premises of the club to which they belong.

(2) Ordinary social or sporting clubs in the Colony may with like approval and subject to the like conditions provide lists of numbers for their members and subscribers as agents for any other approved club or clubs, whether within the Colony or elsewhere.

"EGYPT" SALVAGE CONTINUES.

CAPTAIN'S SAFE BROUGHT TO SURFACE.

Brest, Sept. 5. The salvage operations on the P. and O. liner *Egypt* are being pushed on most vigorously in order to profit from the fine spell of weather.

The hull, which is the main object of the expedition, is contained in several hundred packed boxes deep down in the hull, and is inaccessible without dynamiting part of the interior.

The three divers engaged on the work are hampered by the intense darkness and the disconcerting effects of hundreds of congealed continually brushing against them.

One of the divers yesterday, while inspecting the Captain's safe, was suddenly shot up to the surface, the leads attached to his shoes having been displaced. However, the Captain's safe was hauled up to-day.—*Reuter*.

AMERICA ADMIRES SHAMROCK.

FIRST YACHT RACE NEXT SATURDAY.

CRAFT COMPARED.

London, Sept. 6. The first of the series of races for America's Cup in which Sir Thomas Lipton's challenger "Shamrock the Fifth" will compete with the American "Enterprise," is due to take place on Saturday week.

Meanwhile the greatest interest is being taken at Newport Rhode Island, in the rival craft and "Shamrock" has received much admiration from America. The two yachts make a striking contrast. The "Enterprise" has a towering duralumin mast and below deck an impressive display of mechanical accessories designed to increase her speed, while she possesses also a selection of twelve main sails suited to all varieties of weather. The Shamrock is depending on less elaborate method, and below decks she is empty of mechanism, except for halyard winches, while she has only three main sails.

Nevertheless, Sir Thomas Lipton's confidence in her is undiminished, and American sportsmen are impressed by the way she has moved during preliminary runs. Shamrock will be taken from the water on Monday for a final overhauling before the race. There is spirit of the greatest friendliness between the rival officers and crews.—*British Wireless*.

ABSURD PROPOSAL BY T.U.C.

ALLOWANCES TO COST £100,000,000.

London, Sept. 5. The Trade Union Congress has concluded after unanimously asking the Government to introduce legislation reducing the working week to 44 hours, inclusive of meals, and also urging that pensions be payable at the age of 60 years, the displaced workers to be compensated.

Opinion was sharply divided on the question of family allowances. The Majority Report of the Joint Committee of the T.U.C. and the Labour Party advocated allowances to children which it was estimated would cost the State £100,000,000 yearly.

The Minority Report said that better results could be achieved by the State applying the available funds to health and education services.

The Minority Report was eventually adopted by a show of hands.

The Congress also passed a resolution in favour of the repeal of the Trade Disputes Act.—*Reuter*.

POLITICAL UNREST IN TURKEY.

POLICE THROWN INTO HARBOUR AT SMYRNA.

Constantinople, Sept. 5. Three hundred people were arrested at Smyrna in the course of demonstrations to welcome Fethi Bey, the leader of the new Turkish Liberal Republican Party.

The crowd which had been awaiting the arrival of the ship with Fethi Bey aboard marched round the harbour demonstrating and came into collision with the police. Three of the latter were thrown into the sea.

Fethi Bey, who was the object of friendly demonstrations as the ship passed through the Dardanelles from Constantinople, opposes the Government's economic policy as being responsible for the present acute economic crisis in Turkey, which is especially affecting Smyrna's export trade.—*Reuter*.

CHINESE LAWYERS.

DISCIPLINARY BODY IN SHANGHAI.

Shanghai, Sept. 6. A committee has been appointed to discipline Chinese lawyers in Shanghai.—*Our Own Correspondent*.

INDIAN DEMANDS IMPOSSIBLE.

WHY PEACE PARLAYS FAILED.

RIGHT TO SECEDE FROM THE EMPIRE WANTED.

WILD PROPOSALS.

Poona, Sept. 5.

Correspondence connected with the abortive peace negotiations shows that the Nationalist leaders laid down no solution as satisfactory unless it were recognised that India had the right to secede from the British Empire.

One essential was a complete National Government which would be responsible to the people, the Government to control the defence forces.

A claim was made to refer to an independent tribunal such British claims and concessions, including the India public debt, as appeared unjust.

The civil disobedience movement would be called off if the terms proved acceptable to Britain, but the picketing of foreign cloth and liquor shops and the illicit manufacture of salt would continue.

"Preliminary" Demands.

Other demands were for the release of political prisoners, not guilty of violence, the restoration of confiscated property, the re-

MORE RAIN EXPECTED IN SHANGHAI.

Weather Prospects Depress Interport Bowlers.

DELAY ALMOST CERTAIN.

Shanghai, Sept. 6. The spirits of the interport lawn bowls teams from Hongkong and Hankow were depressed this morning as there are indications that heavy rain is likely to fall.—*Our Own Correspondent*.

fund of fines, re-instatement of village officers who resigned or who were dismissed, and the repeal of all special Ordinances. It was further demanded that the composition of the Round Table Conference to be held in London and the Indian representation on it should only be decided after the settlement of the foregoing so called "preliminary" demands.

Viceroy's Reply.

In his reply, the Viceroy of India regretted the tone adopted by the Nationalists and declared that no useful purpose would be served by attempting to deal with the suggestions in detail as the proposals were impossible.

The Viceroy added that if the civil disobedience movement was called off the special Ordinances would be withdrawn.—*Reuter*.

Course of Negotiations.

Poona, Sept. 5. In a joint statement, Sir Tej Sapru and Mr. Jayakar trace the course of the abortive negotiations between the Viceroy and the jailed Congress leaders. The genesis was an interview at Bombay which Motilal Nehru gave on June 20 to Mr. George Slocombe, special correspondent of the *London Daily Herald*, as a result of which Mr. Slocombe drafted terms with which Motilal Nehru agreed.

The terms were that if the Imperial Government was able to give a private assurance that it would support the demand for a full and responsible Government of India, subject to mutual adjustments and terms of transfer, then Motilal Nehru would undertake to convey such an assurance to Gandhi and Jawaharlal Nehru. Gandhi gave the intermediaries a note for the two Nehrus stating that the Round Table Conference should be restricted to a discussion for the safeguards necessary in connexion with full self-government. (Continued on Page 12.)

NATIONALIST SPY SHOT.

FOREIGNERS INVOLVED IN STRANGE AFFAIR.

"NO DEFINITE PROOF."

Peking, Sept. 6.

A "communique" from Kaifeng states that Ting Tao-li, the Special Commissioner in Western Honan appointed by Marshal Chiang Kai-shek to create disturbances in the rear of the allies, together with four accomplices, was caught and shot at Chengchow. Ting Tao-li was formerly on the Faculty of the Whampoa Academy. Large sums of money were also seized.

Two foreigners, said to be connected with a certain missionary station in Honan were also involved, although no definite proof has yet been found.

Chengchow has again been visited by Nanking aeroplanes during the past three days. The people are now getting more skillful in protecting themselves from the planes and seem to enjoy the sight of bursting shrapnel.

The bombs are killing and wounding innocent people and are achieving nothing of military importance. An examination of the brass plates from thirty-three aeroplanes destroyed by the allies shows that over eighty per cent are from the United States and the remainder from Germany. Feeling among the people is running high against the countries permitting the sale of these methods of destruction of innocent people.—*Reuter*.

MOTORS DISPLACE TRAINS.

50 BRANCH LINE STATIONS BEING CLOSED.

London, Sept. 5. As a sequel to the rapid development of the road transport services, over fifty branch line stations on the London and North-Eastern, and the London, Midland and Scottish Railways are to be closed to passenger traffic this month.

Trains will be used on the branch lines affected for the carriage of goods and livestock only, and omnibus services substituted for passengers by railway companies or road transport companies with which the railways are associated.—*British Wireless*.

AUSTRALIAN BUDGET BALANCING.

CABINET ADOPTS PLEDGES OF PREMIER.

Melbourne, Sept. 5.

The Federal Cabinet has unanimously decided to carry out Mr. Scullin's pledges to balance the Budget. Several financial proposals were discussed towards this end to-day. The Government intends to uphold all its obligations, but in finding increased employment for Australian people. Parliament will be summoned when the measures have been prepared.—*Reuter*.

RUSSIAN'S THEFT IN SHANGHAI.

STOLE BELONGINGS OF MR. A. E. BUCHANAN.

Shanghai, Sept. 6. Nicolai Stepanoff, a merchant, was sentenced to a year and two months' imprisonment by Judge Shen at the Special District Court yesterday on a charge of stealing a black leather handbag containing the belongings of Mr. A. E. Buchanan from the S.M.R. Whangpoo wharf on September 2.—*Our Own Correspondent*.

PRIVATE SENTENCED.

R.A.M.C. MAN'S FRAUD IN SHANGHAI.

Shanghai, Sept. 6. Sydney Walter Bourne, a private in the Royal Army Medical Corps, pleaded guilty before Judge King at the British Court yesterday to two charges of forgery and one of obtaining money by fraud. He was sentenced to six months' hard labour, the sentence to date from his arrest.—*Our Own Correspondent*.

BIG SLAUGHTER OF "REDS."

OVER FOUR THOUSAND KILLED.

GOVERNMENT VICTORY NEAR CHANGSHA.

MANY PRISONERS.

Hankow, Sept. 5. Over 4,000 Communist bandits were killed and 5,000 taken prisoner after a big encounter with General Ho Hien's forces on Tuesday and Wednesday on the outskirts of Changsha, the capital of Hunan Province, when the Hunan Military Governor scored a great victory over the "Reds" who were assailing the capital from three directions.

The casualties were easily the biggest since the outbreak of war between the Hunan Government army and the bandits, the encounter lasting two days.

1,000 Troops Killed.

The Government defences surrounding Changsha proved to be too strong for the assailing Communists, and the four Nanking aeroplanes which arrived recently from Hankow did very effective work in bombing the bandits and generally hindering their movements.

The bandits launching simultaneous assault against Changsha comprised three different bands. The notorious Chu Tak and Mo Tsak-tung, formerly of Kwangtung and the Fukien frontier, engaged General Ho Chien's main troops at Hautzeih, where about 1,000 soldiers and officers were killed.

"Red" Gangs Crushed.

The Communist gang under Pang Tak-wai and Wang Kung-shih, which recently plundered Changsha, attacked from another direction, but there is not the least doubt that the three groups had a common objective in view—that of capturing Changsha and establishing a Communist Government in Hupeh.

The big slaughter of the bandits seems to vindicate the recent statement made by General Ho Chien that his retreat from the environs of Changsha was a plan to persuade the Communists to walk into a trap near the city. Hundreds of the bandits were killed and mowed down by machine guns manned by the Government troops who lay in ambush in the Changsha suburbs.

Disorganised Retreat.

The bandit gangs have commenced a disorganised retreat from three directions, and the Government troops are in hot pursuit. The Hankow Chinese newspapers announced this morning that the Changsha populace was greatly relieved by the big Government victory.

The leader of the Communists, Chu Tak, is understood to have been seriously wounded during the retreat. The majority of the bandits retreated in a south-eastern direction, heading from Kiangsi.

General Ho Chien is heading an immediate attack against Ping Kiang and Liuyang districts near Changsha, captured by "Reds" not long ago.

"Reds" Executed.

General Ho Chien has telegraphed to Nanking Government that he is confident of the total elimination of the Communists in Hunan within the next ten days.

The Nanking Garrison authorities are continuing a rigid search for Communists and yesterday the execution took place at Nanking of six men and two women, the latter being proved to be Communist accomplices. At the same time, five soldiers were shot for deserting from the Nanking Army which left for the front recently.

Wang Indisposed.

The centre of political activities have been shifted from the war zones, which are experiencing a complete lull, to Peking, where the Kuomintang politicians and the Northern militarists are endeavouring to effect a compromise and an understanding of (Continued on Page 12.)

Bulls and Inners

From the Office Butts.

A contemporary refers to a "chest tournament" held at the Chinese Y.M.C.A. Another sign of expansion.

The number of "crushing victories" registered in the Chinese civil war up to the time of going to press is:—Nationalists, 25; Northerners, 1; People, 0.

Talking of plastic surgery, couldn't some way be discovered of transferring bone from an Unofficial's head to his back?

A reader points out as being singularly appropriate the fact that the position of the hands is about the same in holding either a harp or a steering-wheel.

Newspaper heading:—"How to Deal with Money-lenders." Not at all!

Fishing opened enthusiastically in Hongkong last Monday, one man pegging away with four rods.

It's kids as well as skids that the motorists needs to avoid.

Talking about sharks in Hongkong, what about a few Scots' life-guards. They're good at saving.

The best way to entertain talkative people is just to listen.

The danger of youngsters thinking they are big guns is that they're liable to be fired.

It's reported that Cyril Tolley, the British golfer, intends living near Chicago. Possibly in an effort to improve his shots.

New Proverb:—"It's an ill wind that blows a man's own horn."

What about refrigerating some of our movie houses?

Men's neckties resembling silk are being made of rubber in France. The manufacturers won't miss the chance to advertise their styles as the very snappiest.

Another infamous saying:—"Listen boys, no woman ever dictated to me."

We've waited for a ferry, till at last, From Home the tidings came the scheme was passed. But the instant jubilation Gave way to perturbation When the votes of Unofficials were not cast.

It may be that they wish to cogitate On the estimated revenue or has decided not to go.

Let's hope they'll be progressive, So that in the tense possessive, We'll praise our modern ferry 'stead of slate.

To every modern man it is unique That we should tolerate a way antique; From Kowloon to Repulse Bay, Should be quite a simple way; And so it should from here to Castle Peak.

We're up-to-date in quite a lot of ways; Our roads the tourists give the highest praise. But no wonder they deride us, When they see the sea divide us, If we only had some Israelitish ways!

We'll have to modernise it, soon many big fish which were "lost" or late; So why wait till some very dis-tant date? There'll be nothing for demurrage, So let's have the sense and courage To sink the pier foundations—any rate!

Mr. Roy Chapman Andrews has discovered some more fossils in become a Bahai. Mongolia. There is, however, no truth in the report that he will next turn his attention to the music, one is moved to ask "What is music?"

A naturalist declares that the common house-fly migrates as much as six miles in a day. Not the ones they get in Cheung Chau, though.

Talking of tennis we've seen a lot of very mixed doubles in Hongkong.

[Correspondents have discussed the merits of Eastern and Western music.] Music hath charms to soothe the savage breast, (It also breaks into my needed rest.)

How heavenly is a chord of muted power! (If 'tis not played at an unearthly hour!)

The love-sick swain who woos his maiden fair (I wish he'd hang himself on her front stair.)

Exhibits passion which time never tires; (I hope her father hits him when he fires.)

And when he lays his bamboo flute aside (I offer prayer that peace may now abide.)

The echoes throb into the silence deep. (Ah! blessed silence, for I now can sleep!)



Mary: Bess never tells any one her age.

Marjorie: Yes, I've noticed that. But her age is beginning to tell on her.

Better to kiss and make-up, especially if it rubs off.

Perhaps the people who advocated a low dollar as being good for the Colony's export trade will be able to explain why their theory is not supported by the latest trade returns.

One of our contemporaries must have taken lessons from the local physical culture experts. It is quite good at "killing."

What is the greatest thing about trans-Atlantic flying? The Costes, of course.

Angling Note:—The piscatorial season opened quietly, "rising" not being good, in spite of it again being demonstrated that the early riser catches the worm!

An invitation to an Easter Monday picnic, posted some weeks ago, has just been delivered to the recipient. We understand that he has decided not to go.

Fashion Note:—Striped trousers are now being worn by the man who failed to see the "Wet Paint" notice on a Kowloon seat.

Sixpenny motor trips are being advertised by a Scottish firm. Charabanc goes sumpence!

Children's Corner:—Now that lovely lilac is blooming I am sure you will love to know something about this lovely plant. It only has its name from the old English word "lilac" which means "lilac" is so called because of its lilac shade, which is just like lilac. Isn't that a lovely thought?

Judging by the reports of the many big fish which were "lost" on the opening day of the local angling season, Kowloon reservoir must contain some whoppers!

The souvenir-hunting craze in America seems to penetrate the thin coat of respectability, or what the French alman might aptly term the "sou veneer."

Don't be behind the times. Having heard all about Chinese music, one is moved to ask "What is music?"

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THE LOK MA CHAU TRAGEDY.

POLICE OFFICERS EXPLAIN WHY ATTACK WAS DELAYED.

FURTHER EVIDENCE.

Two important Police witnesses were called at the resumed inquiry into the circumstances of the Lok Ma Chau tragedy, before Mr. Lindsell yesterday afternoon, these being Mr. W. La Bart Sparrow, A.S.P. in charge of the New Territories, and Mr. D. Burlingham, Divisional Superintendent for the mainland.

Inspector Brennan, Divisional Inspector of the New Territories, resumed his evidence and stated that when he arrived at the pathway at the bottom of the hillside at Lok Ma Chau he met Sub-Inspector O'Connor and Sergeant McEwan. They informed him of what had occurred and then Sergeant Baysting, who was there, was detailed to proceed to the North of the Station and take up position there with the Thompson gun. Witness himself went to the hill between the footpath and the main road.

On reaching the top witness turned his glasses on the station but could see no sign of any movement. He was afterwards joined by the Assistant Superintendent of Police for the New Territories (Mr. W. La Bart Sparrow), when it was decided that men should be detailed to remain at the top of the hill where they then were, while witness returned to the ridge. He then went into the valley on the south of the station and again failed to see any movement on the back verandah.

Witness then returned to the A.S.P. N.T. and after reporting to him, stated that he wished to get to the hill on the East side of the Station where he could see into the married quarters. The Superintendent decided to accompany him. The two then climbed up the ridge, this being at about 7.10 p.m. It was then that witness heard an outburst of rifle shots, resembling an exchange of fire between the Station and the married quarters.

In reply to the Coroner witness intimated that he had previously heard an outburst of rifle shooting. This was when he first arrived and was speaking to S. I. O'Connor and Sgt. McEwan.

Decided to Enter Station.

Hurrying down to the ridge, they found, when they arrived, that the firing had ceased. They then heard someone calling out in Hindustani from the Station, an exchange about also being heard from the married quarters. The A.S.P. then decided to go to the quarters to see what the matter was. On reaching the married quarters they were told by the *munchi* (interpreter) that some men in the station wanted to come out. Instructions were issued to them to emerge with their hands above their heads and three Indians left the Station. They were interrogated and their arms examined.

Continuing witness said it was then decided that a party should enter the station. The A.S.P., witness, Sergeant Youe and four Indians got past the outside barrier and up to the back gate of the Station. Whilst there Sergeant Madgwick arrived and he was asked for a torch but replied that he had lost the one which witness had previously given him.

Coroner: You had to wait there then for lights?

Witness: Yes. We were about to enter the Station when Sergeant Youe suggested that it would be advisable to get the Thompson gun. Sergeant Madgwick went to get the gun but he returned after fifteen minutes and said he had failed to find Sergeant Baysting. We sent him out again to get some torches. The A.S.P. went about five minutes later and after that I posted Sergeant Youe at the South West corner of the

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Station and I remained at the gate leading into the compound.

A Long Wait.

Coroner: Was there then quite a long delay?—There was then quite a long delay your Worship.

Continuing witness said that he remained in that position for some time, until he suddenly heard Sergeant Youe shout out and discharge his revolver three or four times. It was then about 9 o'clock and he was heard to shout "here he is." Witness saw the sergeant fire over the wall and witness himself changed his position to the opposite side of the gate and fired one round into the passage way between the latrine and the wall.

Coroner: You could see nothing inside?—I could see nothing inside; it was too dark.

Proceeding, witness said he could see no movement inside and could hear no sound. After about ten minutes he ordered the Indians back to the outside of the compound, posted Sergeant Youe on the bank on the left hand side of the compound while he himself took up position on the right side. Witness remained there until a European sergeant arrived and told him that the Divisional Superintendent of Kowloon (Mr. D. Burlingham) wished to know what the position was.

Witness told the sergeant and at the same time informed him that they wanted lights. Shortly afterwards, Sub-Inspector O'Connor arrived and told witness that the D.S.P., K. wished to speak to him. Witness left S. I. O'Connor in his place and reported to his superior officer on the main road.

(Continued on Page 7.)

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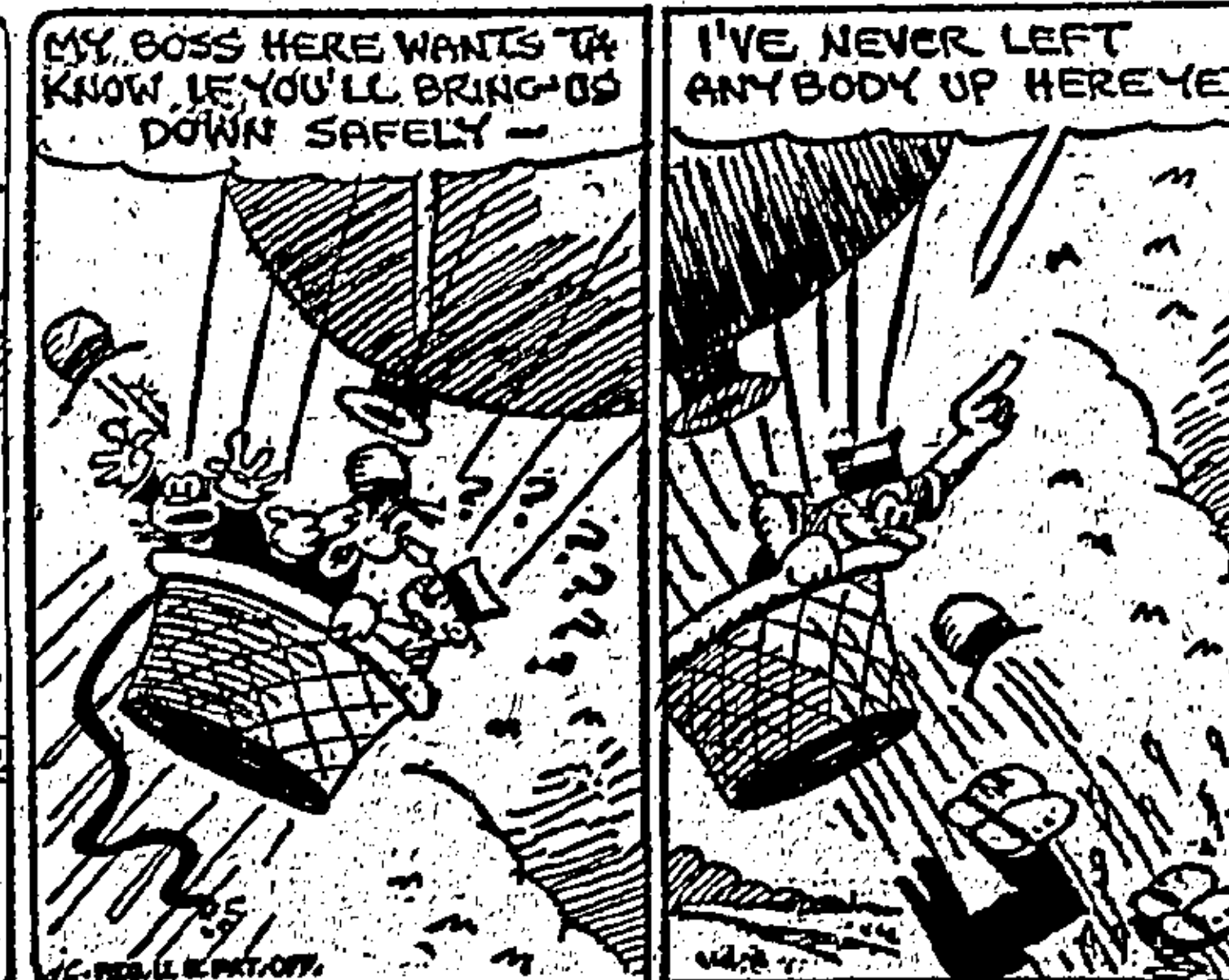
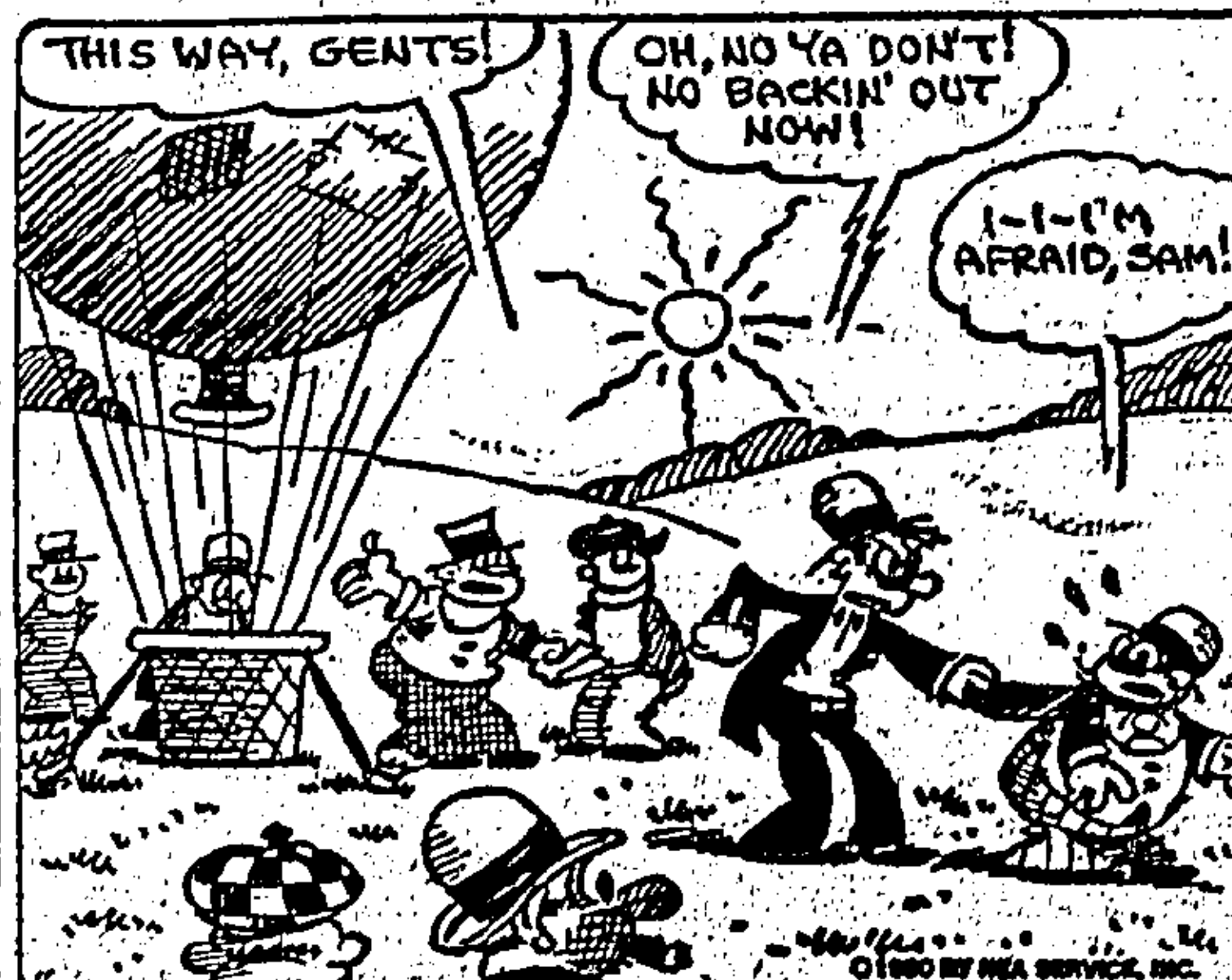
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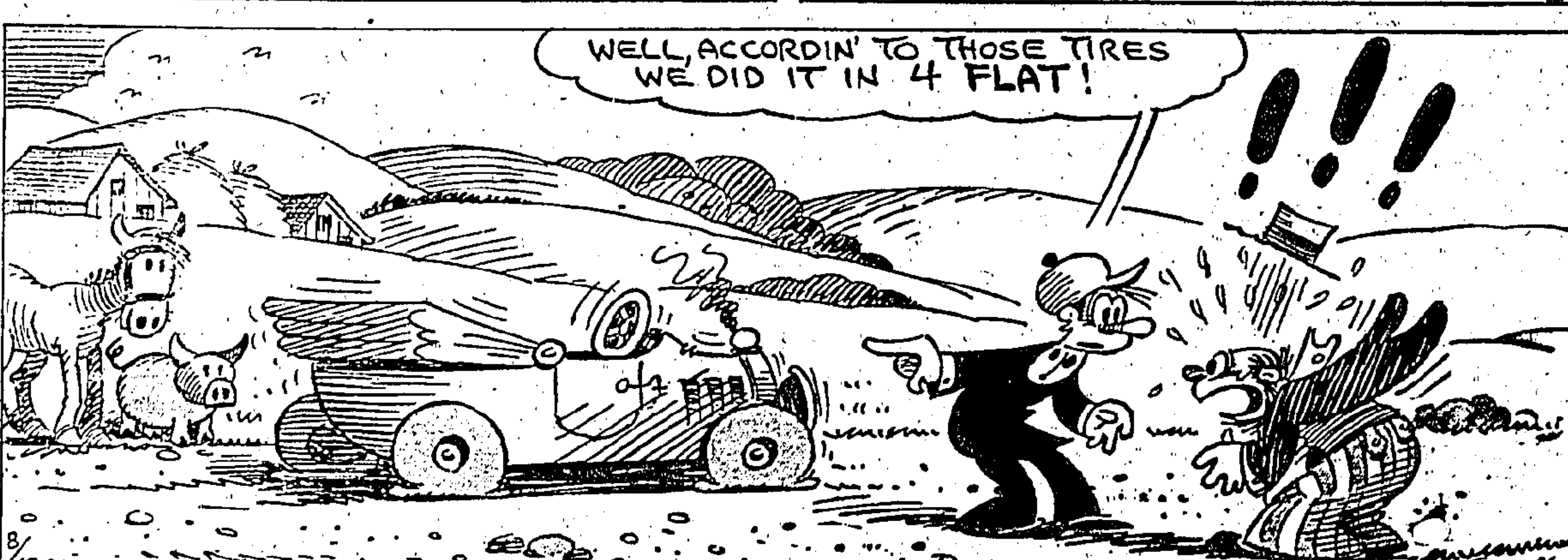
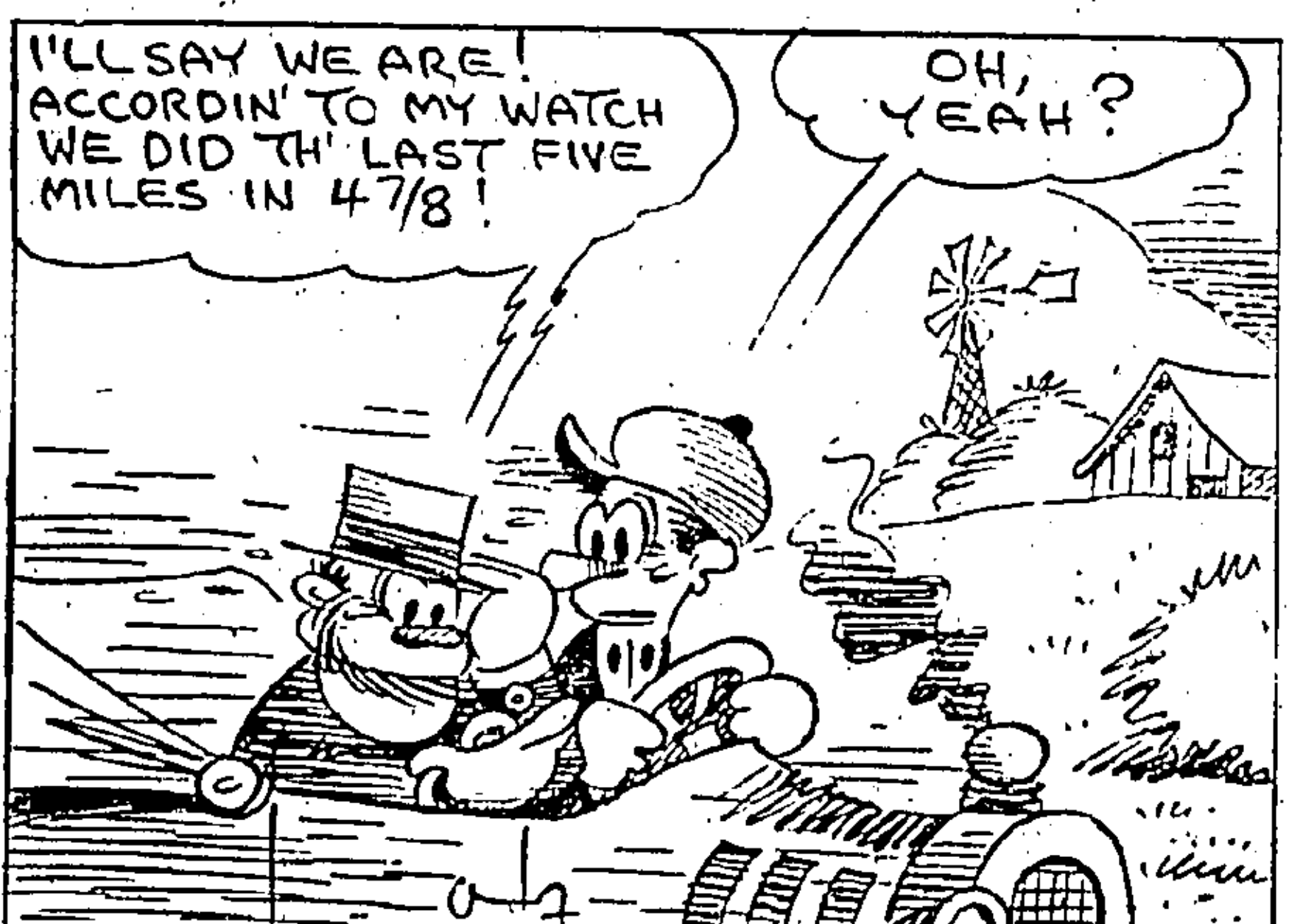
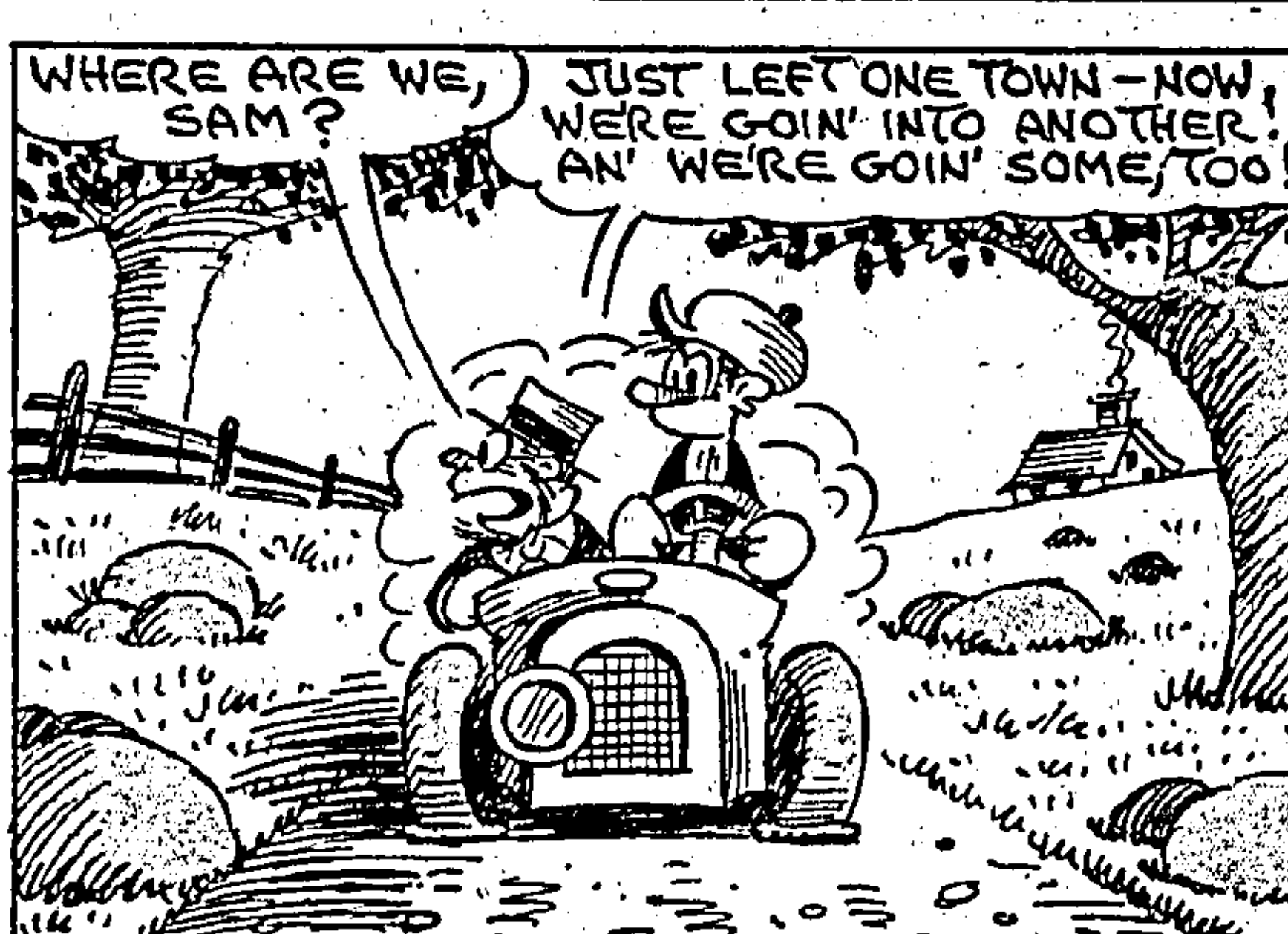
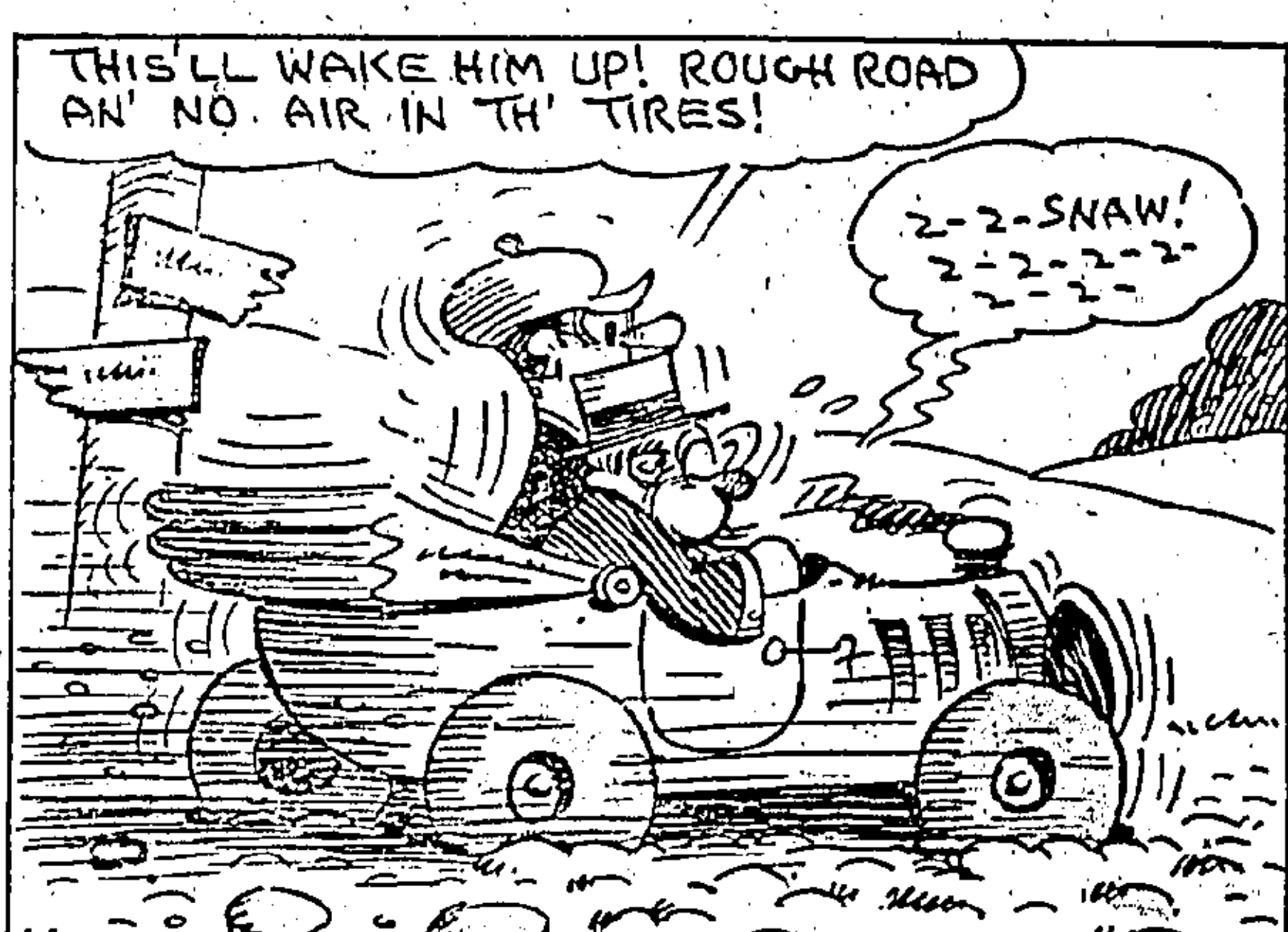
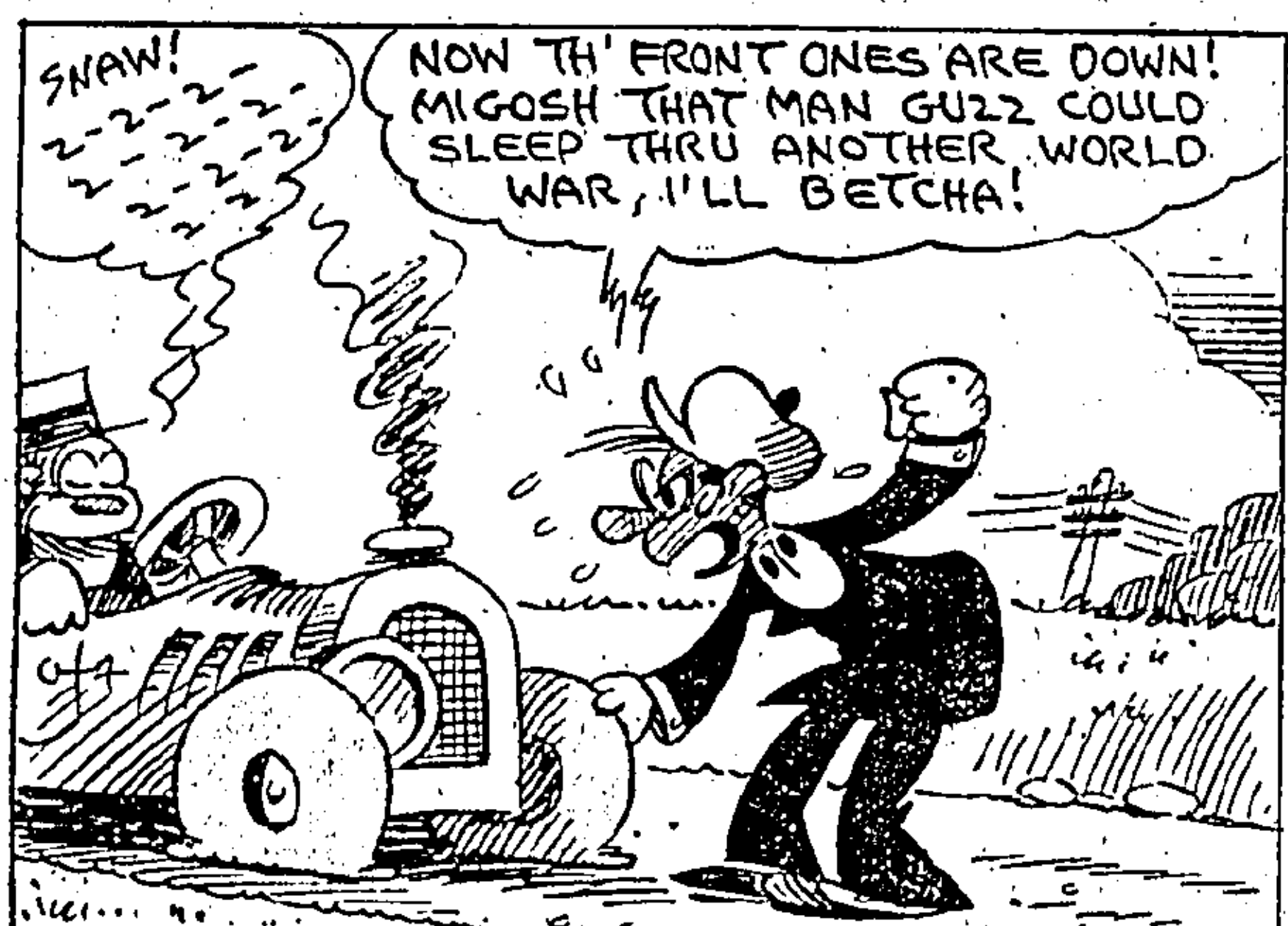
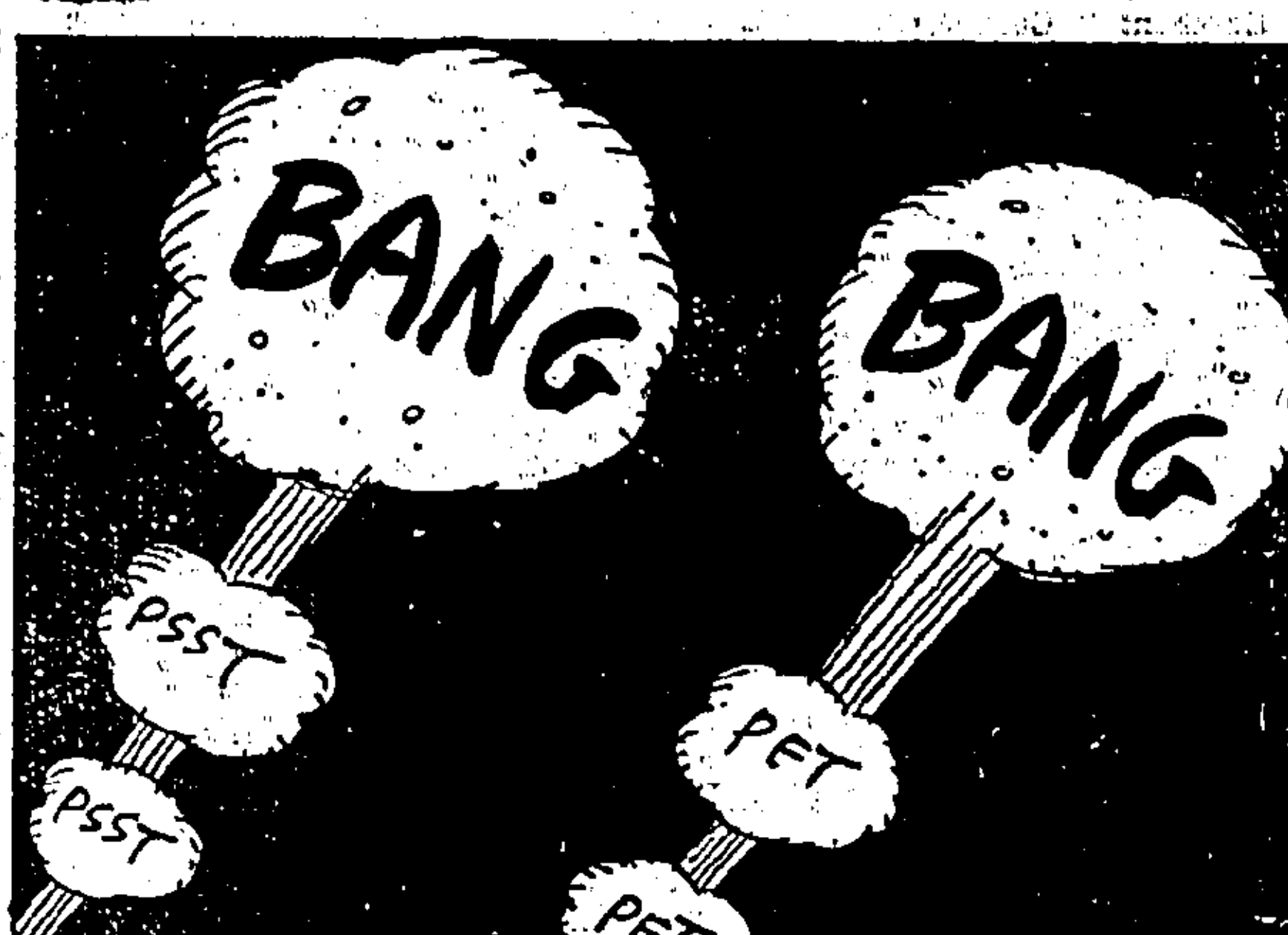
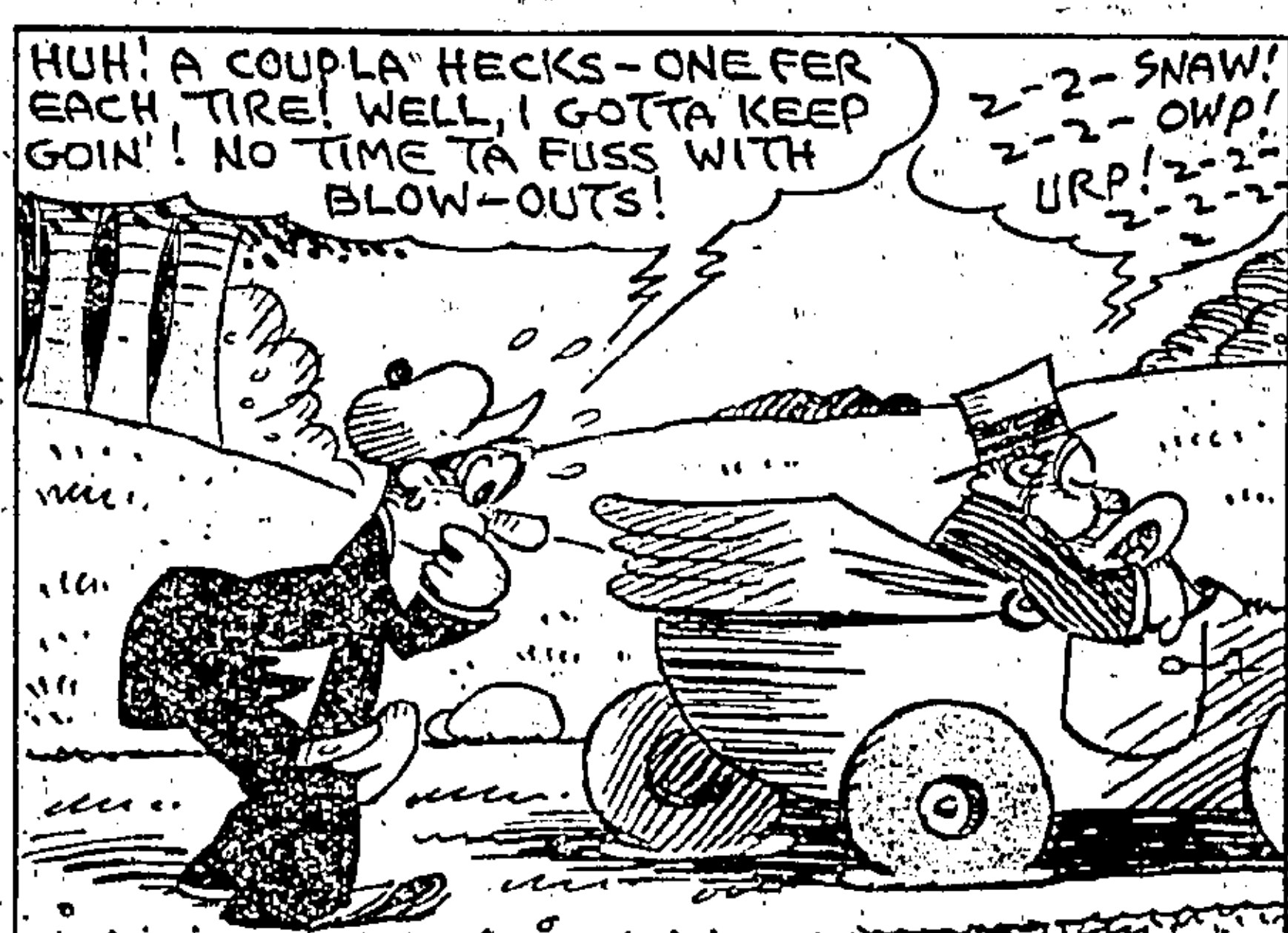
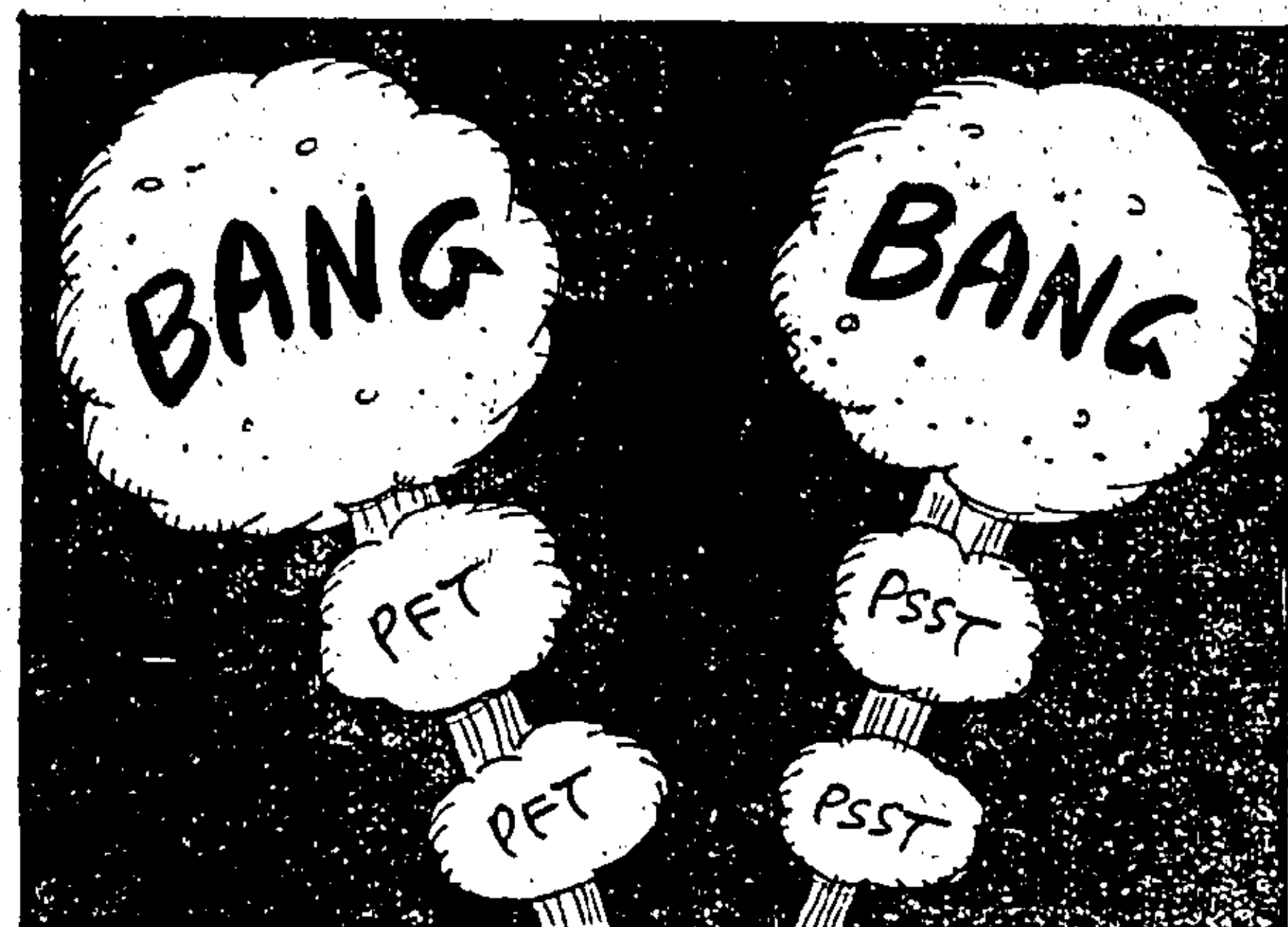
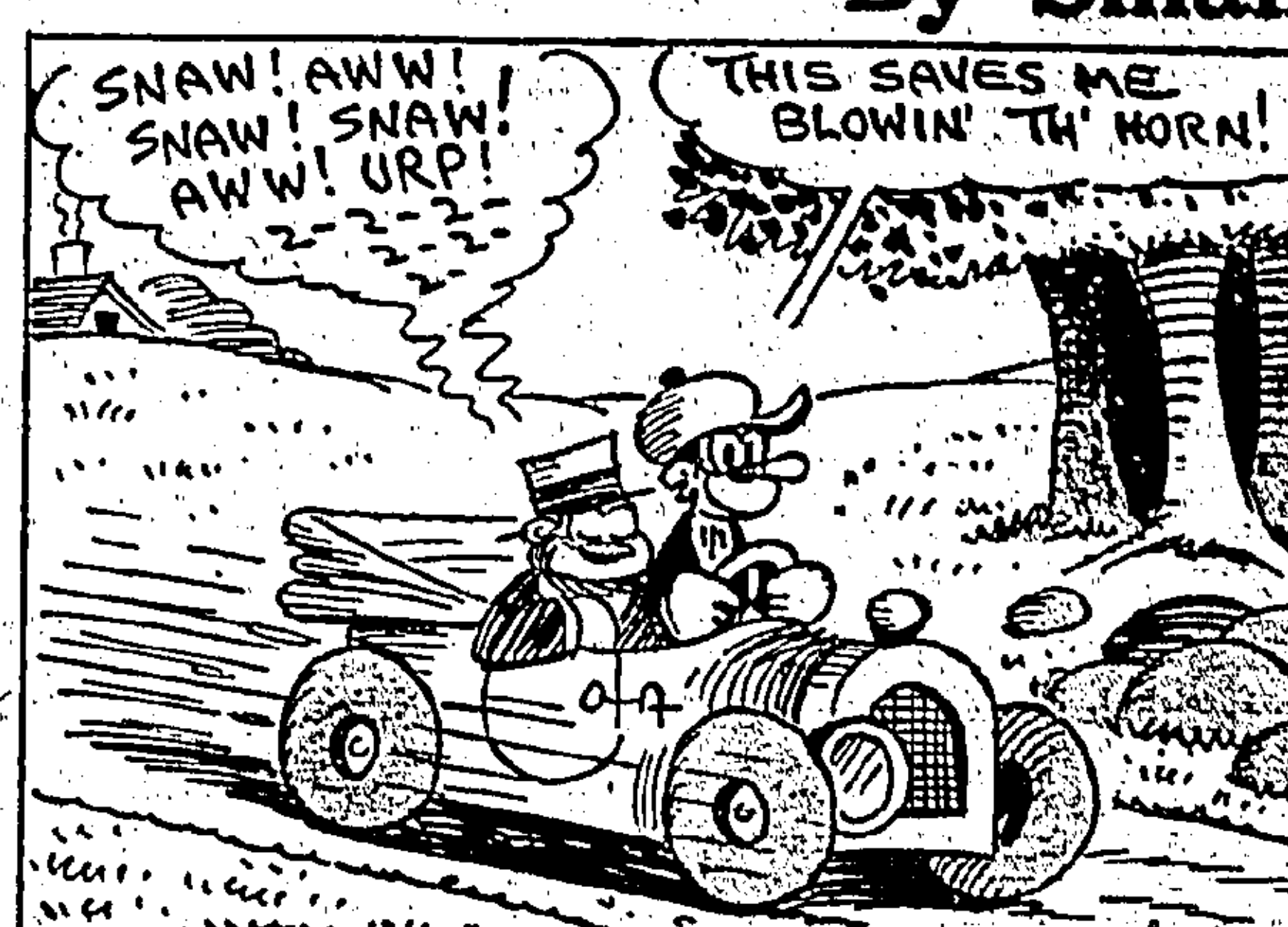
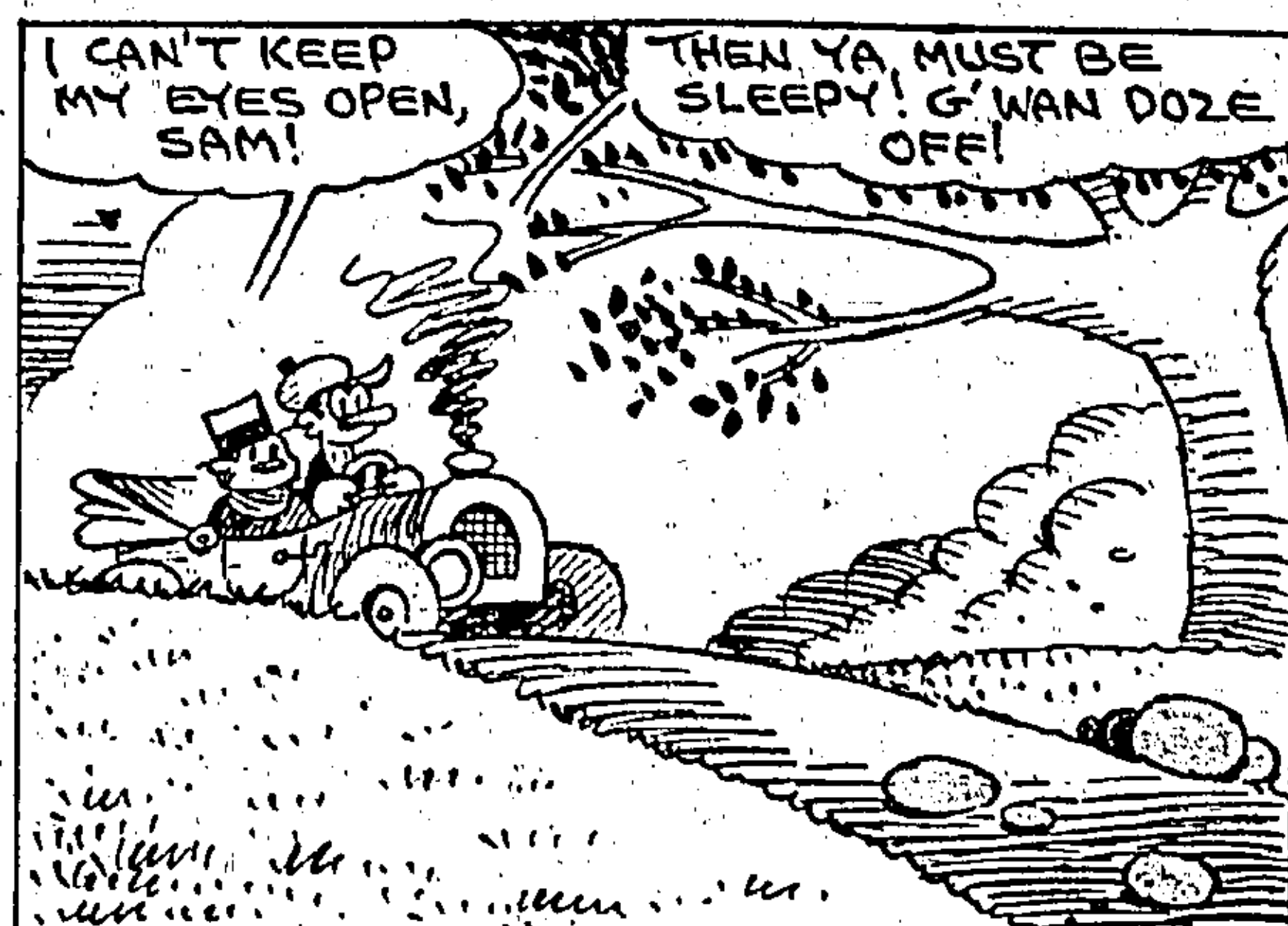
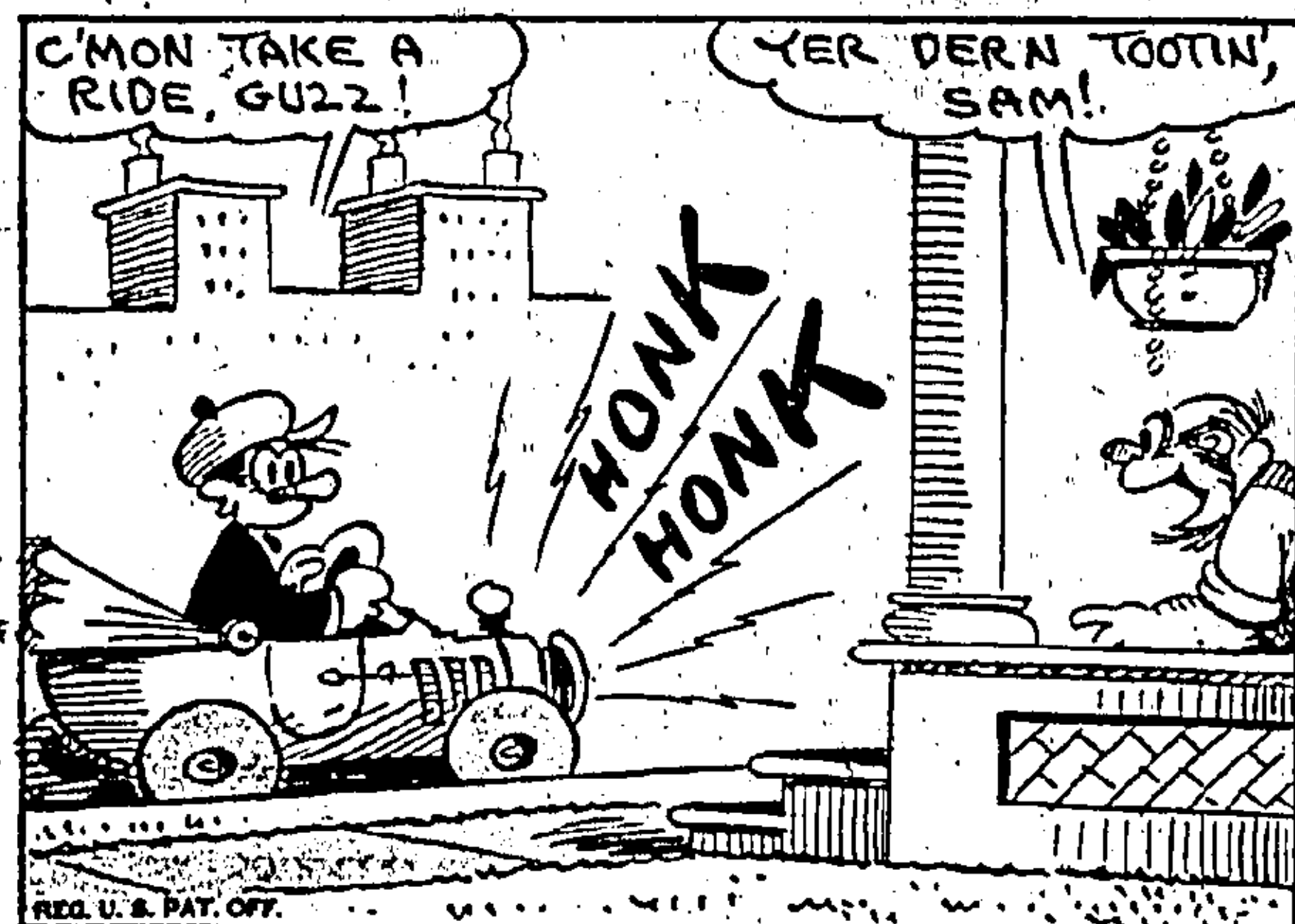
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SALESMAN SAM

By Small



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SOME OF THE TIME, BUT FOR
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DEAL WHERE YOUR DOLLAR BUYS MOST.

WHITEAWAYS THE STORE for VALUE HONGKONG.

TO-DAY'S WANTS.

25 WORDS\$1.00.
(\$1.50 If Not Prepaid.)
The following replies have been received:—
544, 545, 547, 550, 556, 593, 595,
598, 618, 634, 638, 639, 642, 650,
667, 671, 678, 683, 685, 691, 695,
705, 709.

SITUATIONS WANTED.

YOUNG MAN (British) seeks position as salesman, or in clerical capacity. Good references. Please communicate with Box No. 763, "Hongkong Telegraph."

APARTMENTS TO LET.

TO LET.—Two furnished ROOMS, private bath, board, laundry. Price moderate, would suit married couple or two friends. Tel. 67662, 18, Granville Road, Mrs. V. D. Elk.

AIRLIE HOTEL.—23-25 Nathan Road, Kowloon. Upper European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

MISCELLANEOUS.

Haircutting, Shaving and Massage—Hygienically and Satisfactorily done at "Grace" modern Hair-dressing Salon, 10, Queen's Road, Central, 1st floor. Tel. 14077. Charges most moderate.

PREMISES TO LET.

TO LET.—New flat, four rooms. Ten minutes from Kowloon ferry. Moderate rent. Write Box No. 711, "Hongkong Telegraph."

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building, Apply to Sang Kee, same Building.

NOTICE OF REMOVAL.

From 1st September, 1930 our address will be No. 17, Queen's Road Central, Hongkong.

N. S. MOSES & CO., LTD.

MASSAGE HALL.
MRS. S. UZUNOYE

37, Queen's Road C, 2nd floor.
Expert Masseuse

CHURCH NOTICES.

The Twelfth Sunday
After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September 7th, 1930. Twelfth Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Children's Service 10 a.m. Choral Eucharist and Sermon 11 a.m. Preacher: Rev. C. B. Shann, M.A. Evensong 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road. Morning Worship, 11 o'clock. Evening Worship, 6 o'clock. Preacher, Rev. John Foster. Ladies' Social Meeting, Friday, Sept. 12th, 4 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Man." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"

Prince Edward Road, Kowloon. Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"

Flats with modern conveniences.

New Advertisements.

NOTICE.

NOTICE is hereby given that the business hitherto carried on by me under the name of "Yee Sang Fat" at No. 34, Queen's Road Central, which premises have been recently demolished and upon the site of which the new Theatre of The China Entertainment & Land Investment Company Limited is being erected, has been wound up. NOTICE is hereby further given that I have no concern with nor am I connected in any way with the business now carried on under the name of "Yee Sang Fat" at Tai Ping Building Queen's Road Central and I will not be responsible in any way for any of the liabilities of such business.

Dated this 5th day of September, 1930.

CHANG FAT.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on SATURDAY, 27th September, 1930, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables. Entries close at 12 o'clock noon on THURSDAY, 18th September, 1930.

HONG KONG CRICKET LEAGUE.

The Twenty Fourth Annual Meeting will be held at the Sanitary Board Room, Post Office Building (by kind permission) on Tuesday, 9th September, 1930, at 5.15 p.m.

W. C. HUNG,

Hon. Secretary, Hongkong, 3rd September, 1930.

HONG KONG GENERAL CHAMBER OF COMMERCE.

A NEW CLASS FOR BEGINNERS in the Study of Colloquial CANTONESE will shortly be formed.

Full particulars may be obtained from the undersigned.

E. R. PRICE,

Acting Secretary, Hongkong, 4th September, 1930.

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In The Form of a Detailed

Index

(131 PAGES).

COMPILED BY

WALTER J. HAWKER, A.C.I.S.

HONGKONG.

Below are some opinions by professional men who have been favoured with advance copies.

"I have tested it in several instances, and found that in each of those instances, the work fully meets the test."

"For years I have complained bitterly of the lack of an index to the Companies' Ordinances of Hongkong. The volume will be of great service."

"The work is excellently conceived and very well worked out."

"Every solicitor, barrister, and auditor and company secretary will find the work indispensable."

"I heartily congratulate Mr. Hawker on his work."

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Jade

Treasures of the Old Dynasties, Superb Chinese Pictures, Fine Carvings, Peking Jewellery, Famous Jade Tree Rugs, New Shipment on Display

DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at Exchange Building (First Floor), Des Voeux Road Central, Victoria in the Colony of Hongkong, on Tuesday, the 23rd September, 1930 at 11 a.m. in the forenoon, for the purpose of considering and if thought fit passing the following Resolutions as Ordinary Resolutions viz:—

(1) That the authorised capital of the Company (which is now \$1,500,000 consisting of 200,000 shares fully paid up of the nominal value of \$7.50 per share all of which have been issued) be increased from \$1,500,000 consisting as aforesaid to \$2,250,000 (consisting of 300,000 shares of the nominal value of \$7.50 each) by the creation of 100,000 additional new shares of the nominal value of \$7.50 each.

(2) (a) That 50,000 of the said 100,000 new shares be offered forthwith (in the proportion of one new share for every complete number of four issued shares held by them respectively) to the persons who on the 23rd day of September, 1930 are registered in the Company's Share Register, as the holders of the said 200,000 issued shares at a premium of \$7.50 per share and so that on acceptance of the offer the nominal value due in respect of such new shares plus the said premium of \$7.50 per share (making \$15.00 per share) shall be payable in full. Such new shares (when allotted) shall rank for dividend as from the First day of January, 1931 and in all other respects pari passu with the shares constituting the Company's present issued capital.

(b) That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the time or times within which the offer if not accepted by the member either on behalf of such member or his nominee will be deemed to be declined and that the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said 50,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion see fit.

(c) That no shareholder shall be entitled to claim for a fraction of an additional new share in respect of any odd share held by him.

(d) That the remaining 50,000 new shares constituting the Company's unissued capital be issued at such time or times in such manner and for such purposes and upon such terms and conditions in every respect as the Company's Board of Directors may decide.

NOTICE IS ALSO HEREBY GIVEN that the Register of members of the Company will be closed from the 17th to 23rd September, 1930 inclusive during which period no transfer of shares can be registered.

Dated this 4th day of September, 1930.

By Order of the Board,

M. MANUK,

Secretary.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of The HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED will be held at the Registered Office of the Company Queen's Building, on TUESDAY, the 23rd day of September, 1930, at 11.00 o'clock in the morning, when the subjoined Resolution will be proposed. That the Articles of the Company be amended in manner following, that is to say:—

(a) By deleting Article No. 18.

(b) By deleting from Article No. 79 the following words "Up to ten and an additional vote for each complete ten shares beyond the first ten."

(c) By adding the following Article after Article No. 92 to be No. 92A. "Each Director shall have the power to nominate any person approved for that purpose by a majority of the other Directors of the Company to act as alternate Director, in his place, during his absence from the Colony of Hongkong or inability to act through illness as such Director, and at his discretion to remove such alternate Director, and on any such appointment being made, the alternate Director shall be subject in all respects to the terms and conditions existing with reference to the other Directors of the Company, and each alternate Director, whilst acting in the place of an absent Director, shall exercise and discharge all the duties of the Director he represents, but shall look to such Director solely for his remuneration, and shall not be entitled to claim remuneration from the Company."

(d) By deleting Article No. 95 and substituting in place thereof the following Article reading as follows:— "Each Director shall be paid out of the funds of the Company by way of remuneration for his services at the rate of \$1,500 per annum. In addition to the above remuneration the Chairman shall be paid additional remuneration at the rate of \$1,000 per annum. The Company in General Meeting may by Ordinary Resolution increase or diminish the remuneration of the Directors or of any of them."

SHOULD the above mentioned resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution at a further Extraordinary General Meeting and such meeting will be held on TUESDAY, the 21st day of October, 1930, at the same time and place for the purpose of considering and, if thought fit, confirming such resolution as a Special Resolution accordingly.

By Order of the Board,

JOHN ARNOLD,

Secretary.

Dated this Sixth day of September, 1930.

G. R.

NOTICE.

HONG KONG WATER SUPPLY.

Owing to the low state of the Pokfulam Reservoir, it is hereby notified that the Rider Mains in the Districts West of Eastern Street will be closed on Monday, 8th September.

A constant supply from street fountains will be maintained from that date, in these districts.

HAROLD T. CREASY,

Water Authority.

Public Works Department, Hong Kong, 4th September, 1930.

STORAGE ADVANTAGES

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MODERATE RATES

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67, Des Voeux Rd. Tel. 24821.

GRAND DOUBLE ATTRACTION

MLLE "AMETA"

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will present

Her Mirror and Fire Dances,

In conjunction with The Cinema Picture Show

HARLD LLOYD-DR. JACK.

(To-day), SATURDAY 6th. to TUESDAY 9th.

At 2.30, 7.15 & 9.20 p.m.

at the Po Hing Theatre.

Nathan Road, Kowloon.

A NEW SHIPMENT OF SILK SHIRTS



These shirts are of the latest fashion, and prices range from

\$3.00

Yes! We have your size!

Tajmahal Silk Store

Just past "South China Morning Post Building."

5, Wyndham Street. Tel. 26135.

CONSIGNEES' NOTICES.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,

"SUWA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 13th September, 1930, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 6th September, 1930.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, LONDON, STRAITS and MANILA.

The Steamship,

"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

By Order of the Board,

JOHN ARNOLD,

Secretary.

Dated this Sixth day of September, 1930.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"GENERAL METZINGER"

Arrived Hongkong on Monday, the 1st September, 1930.

From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before Wednesday, the 10th September, 1930, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Saturday, the 6th September, 1930.

No claims will be admitted after the Goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 1st September, 1930.

All claims against the steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 10 a.m., by Messrs. Goddard and Douglas.

No fire insurance has been effected. Bills of Lading will be countersigned by,

GIBB LIVINGSTON & CO., LTD., Agents.

Hongkong, 1st September, 1930.

POST OFFICE NOTICE.

OUTWARD MAILS

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Shanghai, Japan and Europe via Siberia	Sawa Maru	Sat., Sept. 6, 3.30 p.m.
Rabaul	Bremerhaven	Sat., Sept. 6, 4.30 p.m.
Foochow via Swatow	Chip Shing	Sat., Sept. 6, 5 p.m.
Manila	Pres. Adams	Sat., Sept. 6, 5 p.m.
Amoy and Japan	Takada	Sat., Sept. 6, 5 p.m.
Hoihow and Haiphong	New Mathilde	Sat., Sept. 6, 5 p.m.
Bangkok via Swatow	Kiang Su	Sun., Sept. 7, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Sept. 7, 9 a.m.
Hoihow, Pakhoi and Haiphong	Tean	Mon., Sept. 8, 8.30 a.m.
Haiphong	Kwei Yang	Mon., Sept. 8, 10.30 a.m.
Swatow	Canton	Mon., Sept. 8, 1.30 p.m.
Amoy	Hydrangea	Mon., Sept. 8, 3 p.m.
Amoy	Ninghai	Mon., Sept. 8, 8.30 p.m.
Amoy	Yuen Sang	Mon., Sept. 8, 5 p.m.

Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco and Europe via Siberia

President Madison ... Tues., Sept. 9.
Parcels ... Sept. 8, 5 p.m.
Registration ... Sept. 8, 5 p.m.
Letters ... Sept. 9, 8.30 a.m.
(Due San Francisco 1st October.)

Fort. Bayard, Hoihow, Pakhoi and Haiphong ... Tues., Sept. 9, 12.30 p.m.
Straits and Calcutta ... Tues., Sept. 9, 1.30 p.m.
Letters ... Tues., Sept. 9, 2 p.m.

Swatow, Amoy and Foochow ... Tues., Sept. 9, 2.30 p.m.
Straits, East Africa via Mombasa, South Africa via Lourenco Marques and South American Ports Kawachi Maru Tues., Sept. 9, 2.30 p.m.

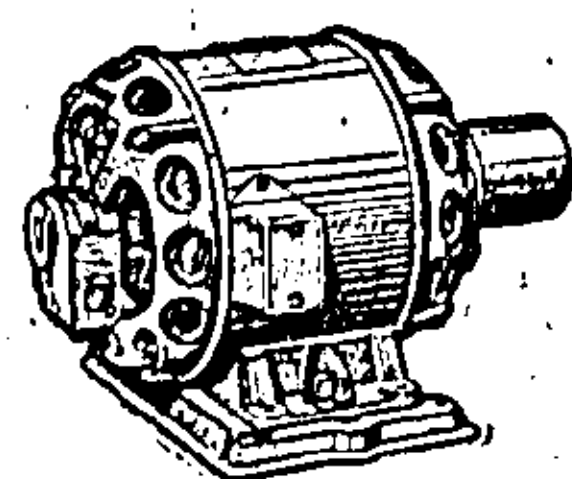
Shanghai, Japan and Europe via Siberia ... Tues., Sept. 9.
Registration ... 5 p.m.
Letters ... 6 p.m.

Swatow ... Kwoong Sang Wed., Sept. 10, 8.30 a.m.
Amoy ... Talyuan ... Wed., Sept. 10, 4.30 p.m.
Swatow, Amoy and Foochow ... Fri., Sept. 12, 1 p.m.

Subscribed Correspondence only.

FELIX HAT SHOP
7, Ice House Street.
Just Received
TWO PIECE SILK SPORTS MODELS
also
Large Selection of the latest semi-evening gowns.

For
HIGH STARTING TORQUE
and
LOW STARTING CURRENT
Century
RS TYPE REPULSION START INDUCTION SINGLE PHASE MOTORS



1/4-5 H.P. SIZES CARRIED IN STOCK.
Ask For Details Of Full Range Of Century Products.
"A Motor For Every Purpose"
SHEWAN, TOMES & CO.
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THE JADE TREE INC.
Pekin Hotel and Alexandra Bldg.
Jade
Treasures of the Old Dynasties, Superb Chinese Pictures, Fine Carvings, Peking Jewellery, Famous Jade Tree Rugs, New Shipment on Display

NOTICE IS ALSO HEREBY GIVEN that the Register of members of the Company will be closed from the 17th to 23rd September, 1930 inclusive during which period no transfer of shares can be registered.
Dated this 4th day of September, 1930.
By Order of the Board,
M. MANUK,
Secretary.

STORAGE ADVANTAGES
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Competent Service
MODERATE RATES
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67, Des Voeux Rd. Tel. 24821.

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SO GOOD AND SO REFRESHING

Crosse & Blackwell's

ORANGE CUP and LEMON CUP.



Concentrated fruit juice made only from fresh ripened fruit and pure cane sugar.

A delightful drink—mixed with either iced or aerated water.

Obtainable at all Stores.

Agents.
John D. Hutchison & Co.,
King's Building.

WANTED URGENTLY BOYS' CLOTHING

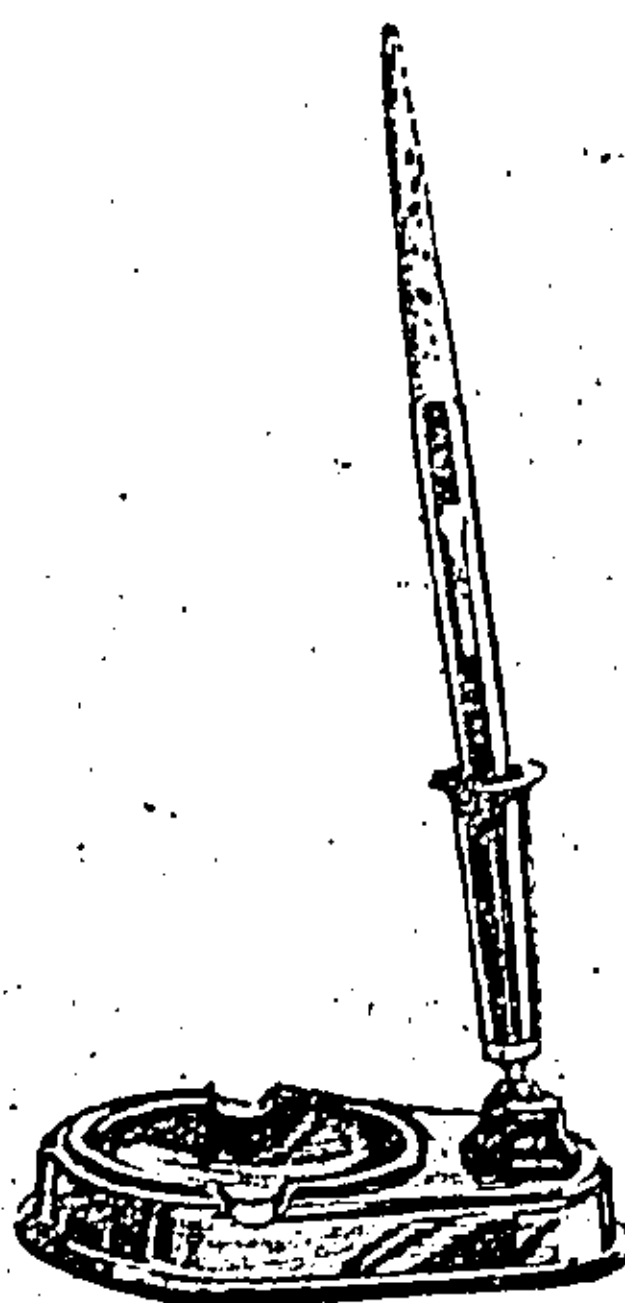
By the Hongkong Benevolent Society
Gifts of Boys' Clothing will be gladly
accepted at the City Hill any Monday
or Thursday from 10.30 to 11.30 a.m.

SAVE TIME AT YOUR WRITING TABLE

by using a—
PLATINUM DESK SET
\$3.75 each.

Nibs to suit all hands.

The Colonial Dispensary

18 Queen's Road Central.
Tel. No. 21877.

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

The following Orders have been issued by Major H. B. L. Dowling, Commanding Hongkong Volunteer Defence Corps.

1. Parades.
(a) Corps Band. The next Band Practice will be held on Monday, 8th instant.

All practices will from now on commence at 5.30 p.m., sharp, instead of at 6 p.m. (repeated).
(b) Battery. There will be a parade on Thursday, September 11th, at 5.30 p.m. at Headquarters for Gun Drill and Signalling. The winter training season will commence as from September 1st, 1930. All members must make an effort to attend parades regularly.

Musketry. Those men who have not yet fired Part II Musketry, will fire on Sundays, September 7th, and 14th, at Stonecutters. For particulars as to time of launch etc. see para: 2.

Dress. Uniform optional but rifle, bayonet, belt, sling and bandolier must be taken. Uniform, Tunics and helmets must be returned to Store for fitting of grenades and new flashes, (repeated).

(c) Engineer Company. Monday, September 8th. Miniature range shoot.

Sunday, September 7th. Part 2 Classification at Stonecutters. See para: 2 for launch times. All members must make an effort to attend and fire with their own Company.

(d) Corps Signals. Advanced Signal Class will be held at Corps Headquarters at 5.30 p.m. on Thursday, 11th September.

A beginners' class will be held at 5.30 p.m. on Tuesday, 9th, September and on each succeeding Tuesday until further notice. Attendance at these classes will be as detailed by Company Commanders, and those detailed must attend regularly.

(e) Machine Gun Troop.

(1) Machine Gun Class for those detailed by O.C. Troop will be held at Headquarters at 5.30 p.m. on Thursday, 11th instant.

(2) Remains at Causeway Bay at 5.30 p.m.

(f) Armoured Car Company. Car Section. Parade at Kowloon Canton Railway Garage at 5.30 p.m. on Friday, 12th, September for driving instruction.

Motor Cycle Section. Parade at Headquarters 5.30 p.m. Friday, 12th, September for Machine Gun instruction.

(g) Machine Gun Company. The Company will parade at full strength in muffs at Headquarters for Machine Gun Training as below.

No. 1 Platoon. Sec. A—L. A. 1 and 2.
Sec. B—M. G. Part I.
Nos. 2, 3 and 4 Platoons—L. A. 3.

N.C.O.'s Examination. The following passed the examination held on Friday, 29th, August at Headquarters:

No. 1 Platoon—Pte. E. B. Gammell.
No. 2 Platoon—Cpl. H. Burson, L/Cpl. N. A. E. Mackay and L/Cpl. J. J. Hirst.

No. 4 Platoon—Ptes. L. B. Holmes, F. C. B. Black and G. W. E. True.

Company Rifle Club will meet at Peak Range on Sunday, 7th, September at 9 a.m. to shoot for Company Committee's Cup and Inter-Section Cup, all under Corps Championship conditions.

Lieut. H. Owen-Hughes—Range Officer.

(h) Scottish Company. Parades Thursday, 11th, September, 1930 for Machine Gun instruction.

No. 6 Platoon at Kowloon Dock under Lieut. G. Duncan, M.B.E.

No. 7 Platoon at Headquarters at 5.30 p.m. under Captain H. R. Forsyth.

(i) Portuguese Company. The Company will parade on Friday, September 12th, as under:

No. 9 Platoon Kennedy Road Range Firing Practice.

No. 10 Platoon Headquarters Musketry.

No. 11 Platoon Miniature Range Musketry (firing).

No. 12 Platoon Headquarters Musketry.

Dress for above Platoon Belt and Rifle and Bayonet. Recruits Headquarters Preliminary Instr.

Dress for Recruits Belt only. Sunday, September 14th. No. 10 Platoon Details and 1029-30 Recruits will fire at the Peak Range on Sunday, September 14th.

Firing will commence at 9 a.m., sharp.

Dress—Optional: but Rifles, Belts and Bayonets and Pouches must be taken.

Range Officer—2/Lieut. H. J. Silva.

The Company is reminded that Part II Classification will be fired at Stonecutters on Sunday, 9 and 10 Platoon, September 21st, Nos. 11 and 12 Platoon Details.

October 5th, Nos. 9, 10, 11 and 12 Platoon Details.

Details will be issued later.

2. Musketry. With reference to Corps Order No. 34/30, 5, dated 22nd ultimo.

The following Units will commence firing their Annual Musketry Course at Stonecutters on Sunday next, 7th instant:

Corps Signals
The Battery
Engineer Company
Reserve Company.

The launch will leave Queen's Pier at 9 a.m. and Police Pier, Kowloon at 9.10 a.m.

Range Officer—2/Lieut. J. H. Bottemley.

3. Return. Officers commanding Units will please render a return to the Adjutant by 10th instant of all those in their command who are on leave. This is urgently required for checking purposes.

4. Strength. The following have been taken on the strength and posted as under:

No. 1610 Pte. A. Castilho, Portuguese Company as from 27.8.30.

No. 1611 Pte. L. G. Lima, Portuguese Company as from 28.8.30.

No. 1612 Pte. J. J. Lima, Portuguese Company as from 28.8.30.

No. 1613 Pte. J. H. Lawrence, Portuguese Company as from 28.8.30.

No. 1614 Pte. H. T. Sousa, Portuguese Company as from 30.8.30.

5. Struck Off the Strength. Having left the Colony:

No. 1327 L/Cpl. E. R. Pinna, No. 10 Platoon, as from 1.9.30.

Having been dismissed from the Corps:

No. 838 Pte. A. Zimmer, No. 2 Platoon, with effect 3.9.30.

6. Promotions. No. 1197 L/Sergt. C. F. Osmond, No. 9 Platoon to be Sergeant as from 29.8.30.

No. 1493 Pte. E. B. Gammell, No. 1 Platoon, to be Corporal as from 5.9.30.

No. 1548 Pte. L. B. Holmes, No. 4 Platoon, to be Lance Corporal as from 5.9.30.

No. 1513 Pte. F. C. B. Black, No. 4 Platoon, to be Lance Corporal as from 5.9.30.

(Sd.) W. H. G. GOATER, Captain, Adjutant, H. K. V. D. C.

Douglas Boys' Lullaby.
11.30 p.m. Close down.
Extras.

With You, Ragamuffin Romeo.
Foxrots.
SUNDAY'S PROGRAMME.

Relay from St. Joseph's Church.

10 a.m. Relay of Service from St. Joseph's Church.

1. Holy Mass.
a. Kyrie (F. Cappocci).
b. Sermon. "Faith founded on Reason" by the Rev. Father Kennedy S.J.

c. Offertory.
d. Sanctus, Benedictus and Agnus Dei (F. Cappocci).
e. Quotiescumque (Mercanti).

2. Benediction of the Blessed Sacrament:
a. Adore Te.
b. Tantum Ergo.
c. Laudate Dominum.

11.00-1.00 p.m. Chinese programme.
1.30 p.m. Weather report.
9.00 p.m. Weather report, Local Time and Local Press.

Invitation to the Waltz (Weber).
Philadelphia Symphony Orch. 5643.
Ave Maria (Mascagni).
Large (Handel).

Tito Schipa-Tenor. 6763.
Siren of the Ball-Waltz (Lehar).
Moonlight on the Alster-Waltz (Petras).

Marek Weber and Orch. 35862.
Gollwitzer's Cake-Walk (Debussy).
The Hurdy-Gurdy Man, The Little Shepherd (Gossens) (Debussy).
Hazel Gertrude Kinsella-Piano. 21945.

Gems from Mignon (Thomas).
Victor Opera Company. 35975.
Gems from Tales of Hoffman (Offenbach).
Old Irish Air.

The Bells of St. Mary's.
Irish Rhapsody (Herbert).
Victor Symphony Orchestra. 35997.
The Louis Mohler Series of National Pieces.
Victor Orchestra. 22183.

Hose. My Dear.
Mildred Hunt-Comedienne. 22024.
Gems from Rio Rita.
Gems from My Maryland.
Victor Light Opera Company. 35816.

CINEMA NOTES.

DIXIE LEE STARTED AS "BLUES" SINGER.

Many actors and actresses have achieved a reputation on Broadway by their performances in dozens of plays, but to reach this goal on the basis of only one show is something else again.

Dixie Lee, however, won the honour of being rated as one of the best "blues" singers in New York by her work in the "Good News" company, a part into which she stepped with only a few weeks previous stage training in a road company of the same production. This performance also brought her a contract with Fox Movietone, for which she has made several recent talks, including the "Fox Movietone Follies of 1929," "Why Leave Home?" and "Seven Faces."

Her latest role is that of the cabaret entertainer in "Let's Go Places," Fox Movietone musical extravaganza directed by Frank Strayer, which has its initial showing at the Queen's Theatre beginning on Sunday. Her singing and dancing are features of both the spectacular "Show Ball Man" ballet and of the Hollywood "party" sequences in this hilarious production, in which she is to feature with Joseph Warstaff, Lola Lane, Sharon Lynn, Frank Richardson, Walter Catlett, Ilka Chase and Charles Judels.

"The Dance of Life."

A special stage, larger in size than the average in New York theatres, was constructed at the Paramount studio in Hollywood to present the elaborate revue scenes in the all-talking, all-singing, all-dancing picture, "The Dance of Life," from the popular stage hit "Burlesque." This pageant of beautiful girls and exotic costumes, in a setting of fantastic splendour, is filmed entirely in natural colour by the Technicolour process. It is the first combination of sound, dialogue and colour on a single film. Earl Lindsay, one-time dance director for Billingham, Carroll and the Shuberts, was brought from New York to direct the choruses, numbering more than eighty girls.

Two specially written musical numbers are heard in this sequence. They were originated for the stage show by Richard Whiting, Leo Robin and Sam Coslow, writers of many popular hits. Four other original numbers are heard throughout the picture. The revue is built around the clever eccentric dancing of Hal Skelly, noted Broadway comedian, who is featured in the picture with Nancy Carroll. Skelly was in the original New York company for the stage production.

Anita Page Schooled Her Voice.

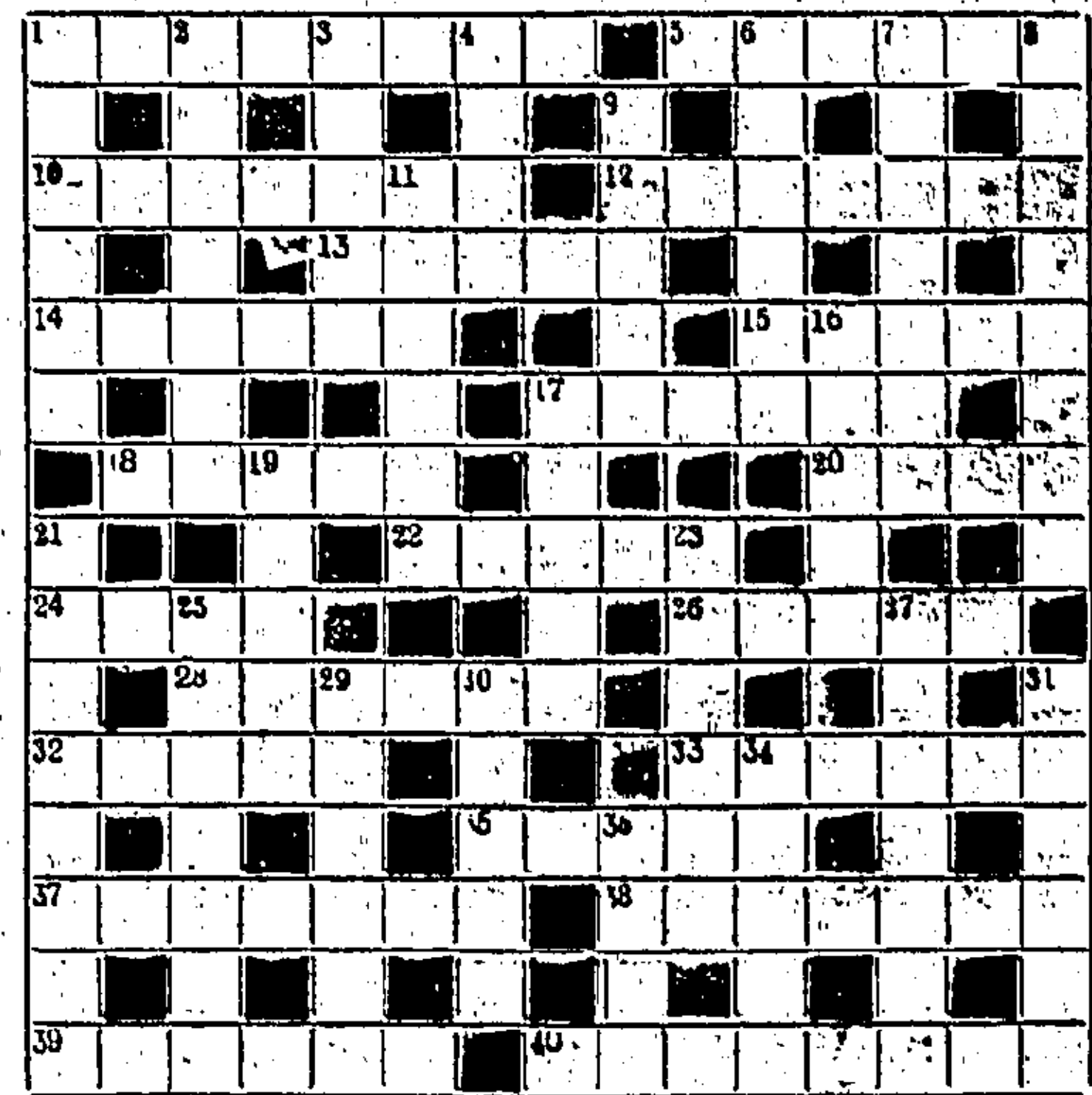
When Anita Page, featured in "The Broadway Melody," Metro-Goldwyn-Mayer's brilliant, all-talking, all-singing, all-dancing production, which is now at the Queen's Theatre, passed her voice test with flying colours, instead of resting on her oars, she went ahead with plans to iron out any small flaws which might exist. "The voice test was nearly as much of a thrill as my first day in pictures," asserted Miss Page. "I was so excited I scarcely remember what I did first. I remember mother and I went down to the university where I enrolled in a class for voice culture."

"Every night I would go to school for two hours, studying enunciation, voice modulation and so on. They have a special apparatus called the 'voice dissector' at the University of Southern California which enables one to immediately pick out any faults in the voice. At home I practised daily my dialogue script."

Bessie Love and Charles King are featured with Miss Page in this production which Harry Beaumont directed.

To be forgotten.
Love Me.
Lewis James-Tenor. 22202.
Hear my Prayer (Mendelssohn).
Choir of the Temple Church, London. 35856.
10.30 p.m. Close down.

OUR BRITISH CROSSWORDS.



Across.

- 1 Although caprice may be detected in it, this makes perfect.
- 5 In this case to desire eagerly ends in anger.
- 10 Vocations that could not exist without her.
- 12 Spring is here.
- 13 The camel on the return journey stops at intervals. It is nearly done (hidden).
- 14 "O! let me" have a lot, cried greedy Dick, at breakfast. (Anag.)
- 15 Like the moon.
- 17 How did the sheep get into these under ground passages?
- 18 This fruit contains another.
- 20 A vulgar little gentleman.
- 22 Much of this is broken by the girl who nearly fills it.
- 24 A foreign gentleman, who is, mostly, feminine.
- 26 May be golf or tea.
- 28 Aviator.
- 32 The god of the underworld.
- 33 Draw out—there are a hundred and fifty-two in it.
- 35 The chap is absolutely fearless. He would ram a battleship with his little hooker. (Hidden.)
- 37 Cupid begins to waste away—with four after him.
- 38 This operation may now be conducted by machinery.
- 39 Pattern.
- 40 "Abe grins," he has now found the right road. (Anag.)

Down.

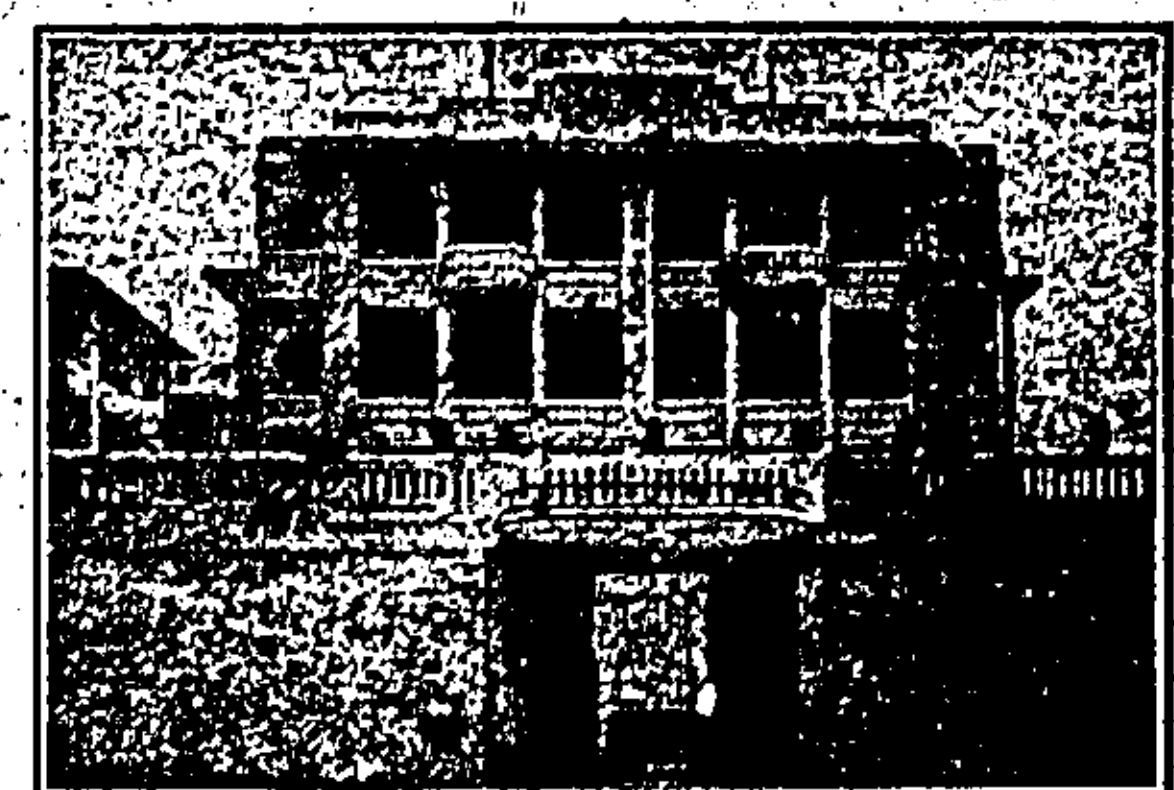
- 1 The clasp is tolerably safe, but if you take the necklace home, let no one wear it yet. (Hidden.)
- 2 The runner told "the tale" of his exploits on the truck. (Anag.)
- 3 Short to the point, but may be set again.
- 4 Price.
- 6 Firm, beheaded may be found in any board-room, beheaded again is clever.

7 In light, is very close, and earnest.

- 8 When these quotations are slightly reduced, the remainder rejects.
- 9 This may protect property or make away with it.
- 11 A preceding necessary to life. Give it an additional head and carpets will benefit by it.
- 16 This is caged on.
- 17 Eggs figure in this, also.
- 19 Here, value may be made to transmit.
- 21 This man cannot earn his living in an office.
- 23 There is a margin in this project.
- 25 Describes a street-vendor's voice.
- 27 Just a manner of speaking.
- 29 An athletic pastime that starts with a bit of a bother, and ends in flight.
- 30 Give this tree another head, and it will become another tree.
- 31 Though youth rushes forward with new ideas, must age sink all its views? (Hidden.)
- 34 The goddess of mischief comes in more recently.
- 36 Introduce (your French friend) to this, and all will be delightful.

Yesterday's Solution.

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P.E.N.E.D. T.E.R.R.A.T.
R.O.S. D.E.B.I.T. O.L.P.
U.C. U.C. M. C. C.E.
P.E.R. S.A.P.I.D. E.G.G.S.
U. P.E.T.E.R. D.R.I.E.R.
I.O.A.T.H. O. D.I.C.E.
A.U. D.I.O.C.E.S.E. S.
B.A.L.L.O.O.N. P.S.A.L.T.E.
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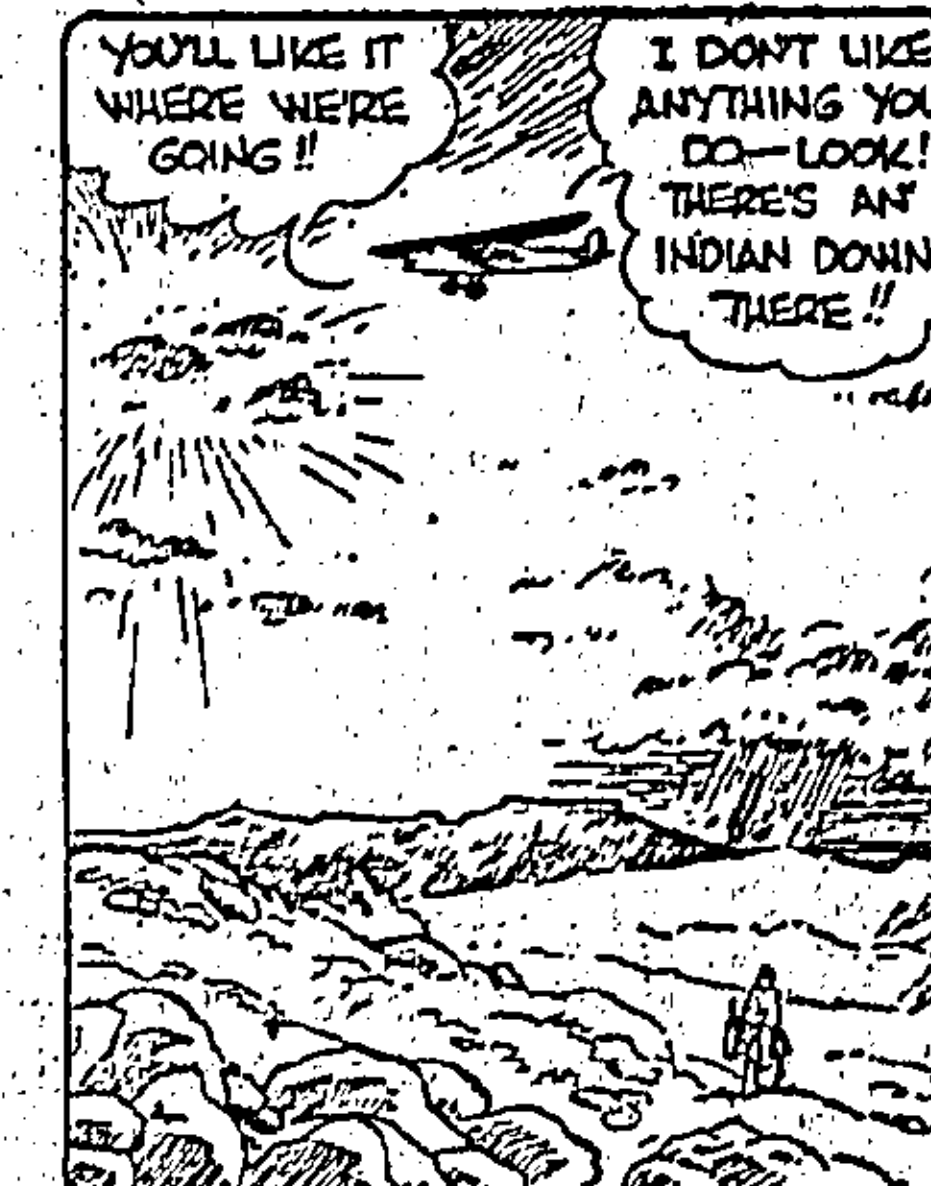
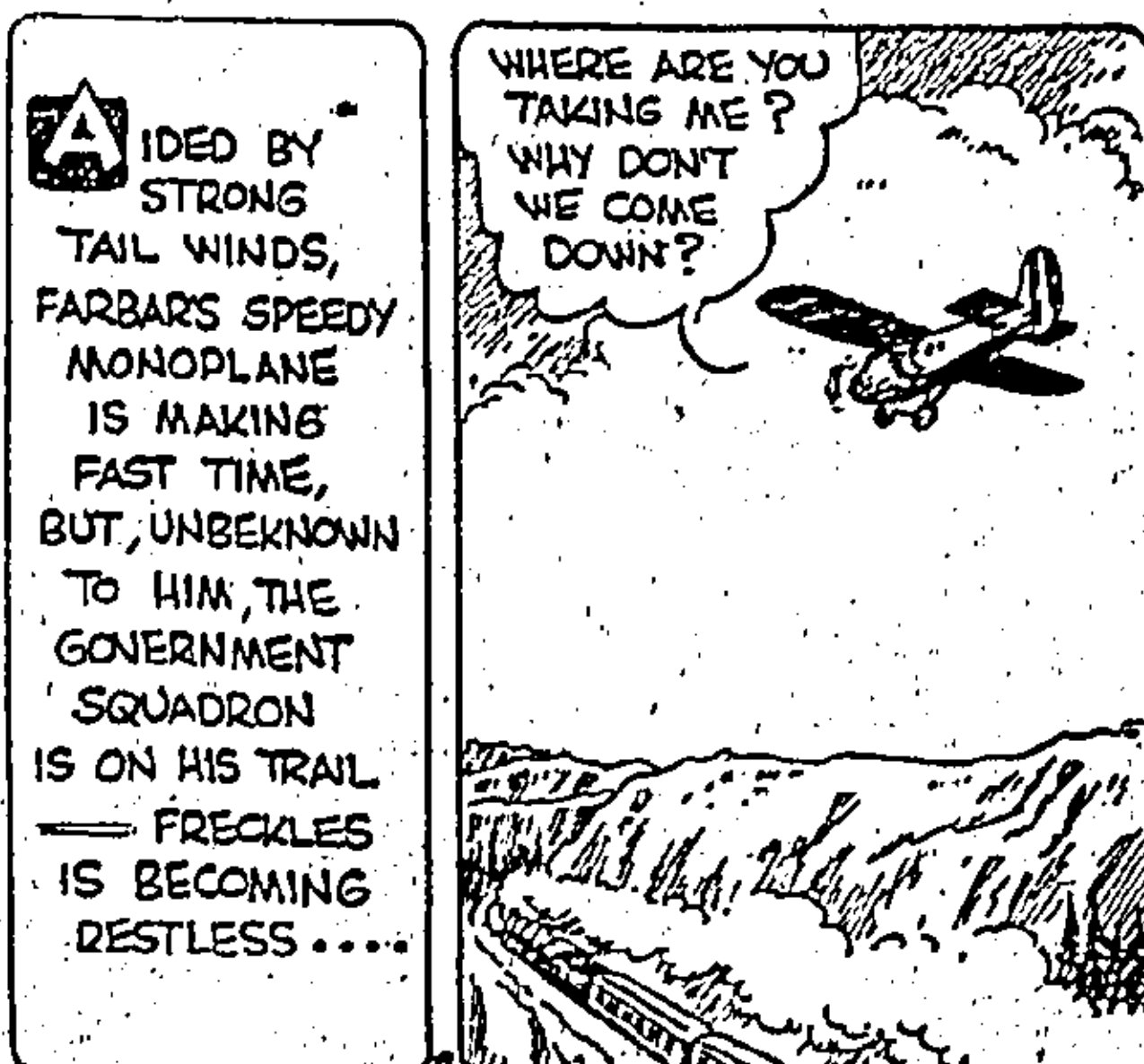
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(a) One More Day (b) On the Banks of Sacramento
- B-3494 { Little Pudden Basin Gracie Fields
Around the Corner "
- B-3484 { The Bullfighter (An amazing adventure of John Henry)
The Bullfighter-Part 2.
- B-3489 { Ave Maria (Bach-Gounod) ... De Groot & Edward O'Henry
Cavalleria Rusticana-Intermezzo
Violin & Organ—with Harp & Cello
- B-3349 { A Cockney Girl at the Cinema Wish Wynne
There's always something "
- B-3412 { I pitch my lonely caravan Walter Glynn
Where my caravan has rested "
- B-3455 { I'm in the market for you (Film—"High Society Blues")
Eleanor
Played by Reginald Foort on New Gallery Cinema Organ
- B-3463 { A Cottage for sale Gracie Fields
Cryin' for the Carolines (Film—"Spring is Here")
- B-3439 { An Old Church Legend Reginald Goss-Custard, F.R.C.O.
The Minster Bells "
Played on the organ of Alexander Palace, London.
- B-3454 { March Past of the Highland Regiments Pipers of the
Scottish Command Tattoo Selections Cameron Highlanders
- B-3468 { Salut D'Amour (Elgar) Reginald Foort
Drink to me only with thine eyes "
Played on the New Gallery Cinema Organ
- B-3473 { The Empire Party Song Leslie Sarony
Fat Flat Fish "

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SATURDAY, SEPT. 6, 1930.

THE VEHICULAR FERRY.

We must confess to some measure of surprise that the Unofficial members of the Legislative Council have caused the vehicular ferry scheme to be held up by requesting further time in which to consider the matter in all its bearings. Often do we hear criticisms of the Government for delaying essential schemes of development, but on this occasion it is the Unofficials who are proving the stumbling-block. We could quite understand the attitude of those who wish time for further consideration if the Government had hurriedly brought forward the project and attempted to rush through the financial vote. But if there is one matter in this Colony which has been more thoroughly threshed out than another, by Officials and Unofficials alike, it is this vehicular ferry scheme. It is therefore the height of irony that when the Government at length makes up its mind to start the undertaking, and suggests a method of financing the construction of the necessary piers, obstruction should emanate from Unofficial sources.

To show the measure of attention which has been given to this project, let us recall that it was as far back as March, 1927, that the Government sought the views of the Chamber of Commerce on the question, and that, as a result, a conference was held between Government officials and business men, at which every aspect of the subject was dealt with. True, there was some disagreement on the nature of the proposals then put forward, but the main idea was approved, and it was even urged that the possibility of establishing, not one, but two vehicular ferries should be kept in view, having regard to the wide distance separating the western district from the areas of development eastwards. Then, in the following year, the Government issued a Sessional Paper on the matter, and this was followed up by an official communication in February of this year, in which the Government made clear its view that the construction and maintenance of the piers should be under its control. Surely, when these facts are borne in mind, the Unofficials have had plenty of opportunity of considering the whole

question, in all its bearings. They have been kept fully acquainted with the Government attitude all along, and they should have gone to Thursday's meeting of the Council with their views quite ready for expression. If they feared that the Government conception of the necessary expenditure was too high, or thought it would be better, in the first instance, to sound private enterprise in order to ascertain whether the Government could be relieved of the outlay, they could just as well have reached these conclusions months ago instead of waiting until the Government brought forward its motion, and then asked for further time in which to consider the question.

It has been suggested in one quarter that the main, if not the only, purpose of the scheme would be to provide better facilities for joy-riding motorists. That, however, is a distortion of the facts. It has been put on record that many merchants believe the scheme would be a great boon in offering them much better and more economical facilities for trans-harbour distribution of goods; that there would be less pilferage and damage to cargo as a result of its operation; that much of the present littering up of the Praya with merchandise would be done away with; that cattle and swine, of which over 30,000 are transported across the harbour annually, could be more easily dealt with than at present; that firms requiring motor transport to transact their business on both sides of the harbour would be able to do with fewer lorries than at present in rush hours; that the Colony's fire-fighting resources could be brought into full use on either side of the harbour in case of emergency; that the handling of hospital cases between the mainland and the island (averaging about fifty per month) would be much more satisfactory; and that the Post Office and Imports and Exports Departments would find the service of decided value. Surely this is a sufficient answer to those who contend that only joy-riding motorists would benefit from the scheme.

The plea that the present is an inappropriate time in which to push forward with the scheme strikes us as indicating the danger of allowing retrenchment considerations to stand in the way of essentialities. We can quite believe that it may be necessary for a time to slow down on some aspects of the Colony's development, but the vehicular ferry service does not come within this category. It is absolutely necessary to the due and proper expansion of the Colony, which will remain cut into two separate entities so long as we are without such facilities, which are a commonplace in all modern centres bearing any resemblance to Hongkong. As to the question of cost, it is quite conceivable that the advantages of the system could be secured at a much less figure than the Government suggests; it is even possible that private enterprise might take on the whole project. These are points, as we have said, on which the Unofficials ought to have made up their minds long ago. The main essential is that the service should be instituted with the minimum of delay.

Table U in the Schedule to the Merchant Shipping Ordinance, which applies to junks and other Chinese vessels, has been amended by the insertion, after regulation 12A, of the following regulation:—"12B. Notwithstanding anything contained in these regulations no vessel licensed thereunder shall without the permission in writing of the Harbour Master, endorsed on or entered in the licence book of the vessel, carry more than ten passengers to or from any port or place in the Colony from or to any port or place lying to the eastward of a line drawn from the southern boundary of the waters of the Colony due north to Tai Long Head, thence to Tai Long Point, thence to Collinson Head (on Bluff Island), thence to Bate Head, and thence to Mira Point."

DAY BY DAY

MORALS AND MANNERS MUST BE SOWN LIKE SPRING WHEAT.—J. W. Gambier.

The Parsee New Year (1800) falls on Monday next.

It is notified that the name of Instone Trading, Limited, has been struck off the Register.

The Government is inviting tenders for No. 2 Police Station, the work consisting of the erection of a police station, including Indian married quarters.

The appointments of Mr. Justice Wood to act as Chief Justice and Mr. P. Jacks to act as Puisne Judge during the absence of Sir Joseph Kemp are gazetted.

Tenders are being invited for supplying and laying tarmacadam surfacing on the Island Road from the junction of Tytam Road towards Stanley Gap.

His Excellency the Governor has appointed Lieut-Col. Frederick Eaves, D.S.O., to act as Land Officer and Mr. W. J. Lockhart-Smith to act as Assistant Land Officer.

It is notified that at the expiration of three months, the Yuet On Steamship Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

Lam Kwan (52), described as a cook employed at 12, Sai Woo Street, suffered fatal injuries when he fell from a cockloft, while asleep, yesterday. He died shortly after being taken to the Government Civil Hospital.

Work was proceeding on the upper dam of the new Aberdeen Reservoir yesterday when an accident occurred resulting in the death of a workman, named Mak Kai. Apparently a pulley block dropped through the breaking of a suspension line, and it struck the unfortunate man, whose skull was almost crushed by the heavy weight of the object.

COLONY'S CREDIT BALANCE.

MAY RETURNS DISCLOSE AN INCREASE.

Financial returns for the month of May show that the Colony's credit balance at the end of that month was \$10,701,839.17, compared with \$10,462,076.80 at the end of April.

The revenue for May was \$2,128,692, compared with \$1,825,046 for the same month last year, whilst the expenditure was \$1,888,929, as against \$1,959,764 in 1929.

For the first five months of the year, the revenue was \$10,125,844, against \$9,965,237 in 1929, the respective expenditure figures being \$9,086,857 and \$7,826,822.

TOPSY-TURVEYDOM

A "Lively" Ball.

A police constable, who interrupted two boys playing football in the gutter at Liverpool Road, Islington, found that their "ball" was a live Mills bomb. When the policeman came towards them the boys ran away, leaving behind a round object covered with mud and rust. The officer saw that it was a bomb, and took it to the police station, where it was found to be unexploded.

The "Sinking Fund."

A brick and two documents were dropped into the Atlantic from the liner Megantic on its crossing from Montreal to Southampton. The brick was from the foundation of the Simpson Methodist Church, Minneapolis, and the documents were the paid-up mortgage on the church and the subscribers to the Debt Sinking Fund. A service was held on board for the singing ceremony.

"Water?—No Thanks!"

Water as a drink is considered unworthy of consideration by Anita Maya, Queen of the Spanish Gipsies. This was the dictum she delivered while on a visit to the Barcelona International Exposition. And she should know, for she is now 84 years of age and still hale and hearty. During her stay at Barcelona she drank from 15 to 20 glasses of Cazalla (a dry brandy) daily without any ill-effects. As a smuggler operating near the frontier between Spain and Gibraltar Anita had no equal in her day.

Steel "Mushroom."

At the rate of more than 400 tons a week, the steel framework of what is claimed as London's largest office building is being erected in Grosvenor-road.

Fatal Nocturnal Prowl.

Two cats were asphyxiated in the kitchen of a Southend house after one, wandering in the darkness, had stepped on a gas-oven tap. A dog was revived by artificial respiration.

Looking After "No 1."

Although warned by the Town Clerk that the action is illegal, Salford councillors have decided to grant themselves free passes on corporation tramcars and omnibuses.

Police Station for Sale.

Manchester Watch Committee, finding that the police-box system operating in Manchester has met with great success, have decided to dispose of a number of local police stations.

Expensive?

The chief lot of the day at the sale of the contents of Lansdowne House, London, proved to be a

Louis XV. library table, 6ft. 4in. wide which, from an opening bid of 200 gns., was finally knocked down for \$1,008. This figure represented a price of \$168 a foot.

\$100 for Dog's Grave.

Miss Christine Norman, the film actress, left estate valued at \$30,000. Her will directs that \$100 shall be set aside for the care of the grave of her pet dog. She left nothing to either her mother or her husband.

Frozen Meat.

Three horses, frozen to death as they stood, testify to the severity of the weather in the region of the Rocky Mountains, says a message from Laramie, Wyoming. The animals, frozen stiff in their tracks, and covered with snow, were found by motorists while crossing the plains east of Laramie.

Killed by Bulb.

Having placed an electric light bulb in his arm chair, Mr. Andrew Berry, aged 77, of Southend-road, Wickford Essex, forgot it, and sat on it. The bulb exploded with a loud report. Mr. Berry was badly cut, and died in Southend Hospital.

His Lucky Day?

An express goods train from London to Leeds collided with a motor-car at the crossing gates at Horninglow, near Burton-on-Trent. The car crashed into the gates which cross the main Burton to Derby road, and the express struck the back of the car and carried it nearly 100 yards. The car driver escaped with facial injuries.

What Wastel

Over 500 gallons of whisky, valued at over £2,000, escaped into a Speyside burn. A steam tractor, conveying a consignment of the spirit from Cardow Distillery to Knockando Station, suddenly swerved over an embankment and slipped down 40 feet to a rocky bed of the Knockando Burn.

A "Proper" Marriage.

Mr. Sidney Jones, of Ilford, and Miss Dorothy Howells, who were married at St. Mary's Church, Bath, revealed to the bride's parents just before the ceremony that they were married at the Bath register office last June. The bridegroom explained that they did not feel properly married till there had been a ceremony in church.

Where Innocence is Bliss.

Seeing a child dragging a violin along a street in Nice, a connoisseur examined it and found it to be a Cremona instrument wearing the date 1630. The child's parents had been given the violin by a former music-master, and, thinking it was of no value, had stored it in an attic, where the child had found it.



THE LOK MA CHAU TRAGEDY.

(Continued from Page 2.)

Hon. I. G. P.'s Arrival.

The position was explained to the D.S.P., witness also informing him of the necessity of securing light. Witness mentioned that, in his excitement, Sergeant Baysting had left his Verrey pistol behind at Au Tau Station. The D.S.P. decided to proceed to Sheung Shui to get lights and witness decided to go to Au Tau.

Witness ran short of gasoline on the way and was delayed, it being 11 p.m. when he reached Lok Ma Chau again after he had secured gas from a passing vehicle. He then reported to the D.S.P., K. who told him that the Hon. Inspector General of Police had arrived and had gone up to the Station. Witness went to the Station and reported to the I.G.P., who asked him to make a disposition of the men present as he (witness) was familiar with the locality.

Witness accordingly showed Mr. T. Murphy and some Europeans present, to the south side of the Station and then went back to the Inspector General.

Coroner: After certain dispositions had been made you entered with him?—I entered with the I.G.P.

Answering questions put by Mr. King witness said that on eight occasions during May, June and July practice alarms were carried out at Lok Ma Chau. Witness checked the ammunition at Lok Ma Chau and found a shortage of 110 rounds of rifle ammunition which had been fired during the course of the day. Shots had also been fired by men from other stations, these amounting to 39. Thirteen rounds of revolver ammunition had been fired.

Was Mrs. Madgwick Alive? Foreman of Jury: I suppose it was known to the Police outside the Station that Mrs. Madgwick was inside?—Yes.

There could be no evidence of whether she was wounded, killed or anything like that?—No.

Presumably she might have been alive during this delay—I don't mean delay—I mean the time that elapsed before the Station was entered?—At seven o'clock there had been some calling from the married quarters but there was no sound at all from the Station.

Did you know that P.C. B9 was lying in the compound wounded?—I knew he was lying wounded in the compound. Sergeant Madgwick told us about that.

In reply to another question witness said that Dalip Singh had been stationed at Taiipo previously but he did not come directly under witness' notice. He had complained to witness at Lok Ma Chau about his transfer to the latter place.

Foreman (reading from Dalip Singh's record card): I see on the 9th May he was dealt with for gambling in barracks, fined \$2 cautioned of dismissal, and \$79 was confiscated.

Mr. King intimated that Mr. Wolfe would deal with that matter himself.

Referring to his complaint, witness said that he had asked Dalip Singh why he had been sent to the New Territories after he had only been four months at Central but witness was told that the man did not know. He said that he wanted to see the A.S.P. to find out. Witness told Dalip Singh that there must be a reason and arranged for an interview between him and the A.S.P.

Witness said that he later communicated with A.S.P. Mohinder Singh, who stated that it was because of the gambling mentioned by the foreman of the jury that Dalip Singh had been sent to Lok Ma Chau and another Indian had been transferred to Ta Ku Ling.

Seemed to Have Grievance.

Foreman: Then he was apparently quite upset about this transfer back to the Territory?—He was; he seemed to have a grievance.

Did he mention any other grievance? Of any money being confiscated?—As I said he told me that he had been sent back for no reason.

Foreman (to Coroner): What I am trying to get at is whether this \$79 was his own money and how much it meant to him.

Coroner: Inspector Brennan cannot tell us that. Mr. Wolf knows all about that.

The foreman mentioned the two complaints made by Dalip Singh but Mr. King interposed and said that he was calling both Superintendents of Police to whom the complaints had been made.

Continuing witness said that Dalip Singh had been put on the report for "fauity inspection."

The Coroner asked witness whether, when he had spoken to Sergeant Madgwick earlier in the day, the officer in charge of Lok Ma Chau had thought his wife was alive or dead.

Witness replied that Sergeant Madgwick did not know but he was under the impression that the worst had happened.

Mr. Sparrow's Evidence.

Mr. William La Bart Sparrow, Assistant Superintendent of Police for the New Territories, de-

posed that Dalip Singh first came within his notice on May 26, shortly after his transfer to Lok Ma Chau Station.

Dalip Singh had sent in an application, objecting to his transfer back to Lok Ma Chau, pointing out that he had previously served in the New Territories. Witness sent for Dalip Singh in his office and there informed him that he had referred the matter to Headquarters to find out if there was any truth in the allegation. He verbally made that the transfer was brought about by A. S. P. Mohinder Singh on account of a grudge the latter had against him. Witness told Dalip Singh that he would be informed as soon as a reply was received from Headquarters, and the Indian went away, apparently satisfied.

On June 2 witness received an answer to Dalip Singh's application, upon which the latter was sent for and informed that there was no truth in the allegation he made against the Indian A. S. P., that as a matter of fact the transfer was ordered by Mr. W. R. Scott, another Assistant Superintendent.

Dalip Singh reiterated that it was Mohinder Singh who had caused the transfer. Witness informed him that this was not the case, and Dalip Singh asked if he could see the Divisional Superintendent for Kowloon, Mr. D. Burlingham. Witness replied that there was no objection to the step, that Dalip Singh could go to Kowloon to see the Divisional Superintendent any day he liked.

"Dalip Singh," said witness, "was apparently labouring under a strong emotion at this interview, but there was nothing about him that could be taken exception to. He did not appear to be satisfied, however, as he went away."

The next time witness saw Dalip Singh was on June 16 when witness held an inspection of Lok Ma Chau Station. Dalip Singh was present at that inspection, and witness had occasion then to put him on the report for some minor offence connected with the wearing of his uniform. For that offence, Dalip Singh was fined fifty cents, in due course.

All men present at that parade were asked, according to custom, if they had any complaint to make. They were asked together, and no complaint was made then either by Dalip Singh or any of those others present.

Mr. King: Just a general question: It is quite usual for any Indian Sergeant or P. C. to ask to see the Superintendent on any matter affecting himself?

Witness: It is not unusual.

Turning to the events of the day when the tragedy occurred, witness related that he happened that afternoon to visit Sheungshui on some other business, and there learned that a relief party had left earlier for Lok Ma Chau on account of some trouble at the latter Station. He rang up Lok Ma Chau Station, but received no answer. He then proceeded on his motor-cycle to Lok Ma Chau where he arrived at about 6 p.m. and met the relief party from Sheungshui.

After making certain dispositions with the men who had already arrived there ahead of him, witness went to Au Tau Station and reported through to Hongkong. He then got all reinforcements and equipment belonging to the Station and returned to Lok Ma Chau.

No shots came from the Station as he got up the slope to the back gate. They examined the position but could not determine where Dalip Singh was, then decided to use Sergeant Baysting's Thompson gun. No action was taken then, as being without a knowledge of Dalip Singh's exact position, in the event of shots being fired there was more danger of any other occupants if they appeared at the windows, being shot.

No Cover Available.

Had you been told that 543 had a Lewis gun?—Yes, I did not hear any shots fired that could be taken to have been fired from the machine gun.

Continuing, witness said it was impossible to get into the Station under cover.

The Coroner: You said you did not wish to risk the lives of anyone of the attacking party or of any innocent person living at the Station?—Yes. We had no reason to suppose that the wife of Sergeant Madgwick or the Indian P.C. No. 9 who had been shot were still alive.

You had no reason to suppose that they were dead?—I had been informed by other witnesses that they had passed B.9 lying in the passage and by Sergeant Madgwick that his wife was dead.

Did they see the dead body of the Indian?—That I cannot remember. I was under the impression that he was dead at the time.

Did it not occur to you that both these persons might be no more than severely wounded? Did it not occur to you at the time?—It did.

Did the possibility of attacking the station from the front and the back occur to you? You admit it possible or not to get

round to the Station without coming within the fire or range of fire of the machine gun on the top of the verandah?—Yes, it was possible.

It did not occur to you to organize the attack from the front and the rear?—Well, the front gate was locked.

Then you knew it was impossible to get back by the front door of the station?—Yes. We knew that we had to pass along each side of the Station to get there.

B.722 (the Station guard) was with your party at the time?

Witness replied that by that time the Indian guard whose revolver he took must have come out from the Station. He did not think however that the Indian was with him.

The Coroner: It appeared that the idea of taking the Station from the front did not occur to you? You could have taken the key of the front door along with you and you didn't—I didn't. So apparently that idea didn't occur to you?—No.

It would have been possible to get round to the front door under cover from the Lewis gun-fire?—From Lewis gunfire, yes. Not from rifle fire.

What is your idea of trying to get the Thompson gun?—I had the idea of possibly rushing through the Station across the compound and cover the attack on the Station from the back.

It was already dark then?—Yes.

Gun Misfired.

I gather that Thompson gun did not turn up?—Witness replied that the gun was misfired and half-an-hour was spent in looking for it without success. He soon afterwards met Mr. Burlingham on the road and thereafter acted under the Divisional Superintendent's orders.

Witness replying to another question, said he heard shots fired after he had arrived at 6 p.m. and more shots at 6.50 on his return when going up the road to the Indian married quarters. He could not say whether they came from the Station or from the Indian married quarters.

The Foreman of the Jury: You say that you deferred action rushing the station for fear that innocent people inside should be injured by shots from the attacking party?—That was one of the reasons.

Did it occur to you that these innocent people in the Station might be at the mercy of the madman at the same time?—Yes, I thought it was possible.

Did you know that 722 had come out of the Station at the time?—I knew that the Indian had appeared and tried to get a revolver.

It might have been 543 (Dalip Singh)?—Yes. And the other four Indians came out of the station at 7.30 without being molested or fired at in any way?—Yes. That was so.

So the inference at that time was there was a very careful guard kept by the man with the Lewis gun on the back gate?—Yes.

When you were interviewed by 543, you said he was under a great emotion?—He was apparently labouring under a great emotion.

As of a man with a grievance?—Yes.

Did he say anything to you about resigning from the Force?—That I cannot remember. I only had a general recollection. If he wished to resign from the Force he could have put in his application; he did not do that.

Did he say about being in financial difficulties owing to the fine or to the confiscation of the money?—No. He only mentioned the matter of his transfer.

The Coroner: You say that you knew at 6.30 that an Indian P.C. had appeared, and that at 7.30 four other Indians also came out. Did it not occur to you that the man at the Lewis gun might be dead?—No; on the other hand there were other instructions.

Mr. Burlingham Called.

Mr. D. Burlingham, the Divisional Superintendent for Kowloon and the mainland, was the next witness called.

He said that Dalip Singh first came to see him on or about June 5 at the Water Police Station. The Indian complained about his transfer to Lok Ma Chau and was then informed by witness of the reason; that the action was taken as the result of a gambling case in which he was concerned with another Indian P.C. No. 80; that it was the Inspector General of Police himself who had decided on this form of punishment.

"I told him," stated witness, "that the case against B.80 was going to be reopened and that the I.G.P. would hear the case when he came back from Shanghai, and that he (543) would then have an opportunity of saying what he wished to say."

"I may add that P.C. 80 had previously been to see me and had complained about the punishment dealt out in that gambling case. He had been transferred to Takuling. I forwarded P.C. 80's complaint to Mr. King, who was then acting Inspector General, and

was then told by Mr. King that the I.G.P. would consider it on his return. That was why when 543 came to see me, I told him that the case would be reconsidered upon the I.G.P.'s return."

"543 first of all was rather excited, but he quietened down when I told him that everything would be made clear by the I.G.P. He left, apparently satisfied."

Continuing, witness explained that in the case of the other constable, No. 80, the latter's complaint was that he had \$76 of his own money confiscated, whether such being the case or not witness did not know, beyond the fact that it was all money mixed up in the gambling case.

On the day of the tragedy, witness was out bathing, when he got news of the trouble at the Station. On the way out he stopped at Shing Lung Tau, and then proceeded to Castle Peak where he collected three men. Arriving at Au Tau Station, he endeavoured to get some news.

It was at 8 p.m. or shortly after that he finally arrived at Lok Ma Chau. Making certain dispositions with the force already collected there with the view to preventing 543's escape from the Station, he got on to the situation.

He was informed by Mr. Sparrow that some Indians had told him that B. 9 was dead, and Sergeant Madgwick also stated that his wife must be dead.

The Coroner: It was possible that she was not yet dead? Witness: I was informed that some Police officers had been quite close to the Station and that no sound had been heard from her quarters.

Bullet-Proof Vests.

The Coroner: I gather, then, that you did not make any attempt to rush the Station?—Not immediately. I decided we needed bullet-proof vests. It must have been between half and three quarters of an hour before we found them.

They next looked for the Verrey lights, and after a long search and questioning of various officers who brought them, they discovered that note were brought, having been left behind in the hurry to get away.

"I decided that nothing was to be gained by attempting to rush the Station, without some lights," Mr. Burlingham continued, "I sent one of the Police Officers to Autau to get some lights and torches, there, while myself, I went to Sheungshui to get Verrey lights and also telephone the position. I telephoned to Mr. King, and he told me that the I.G.P. had left for the place at 9 o'clock. I telephoned at 10.15. I then returned to Lok Ma Chau and found the I.G.P. had already arrived there and taken charge."

The Coroner: Did you not know there were Chinese still in the station?

Witness: I did not know there were any Chinese. I had no idea Chinese were in the Station at all. I thought that they had all promptly got out. I did not enquire at all. I recollected everybody was out with the exception of B. 9 and Mrs. Madgwick.

Might Have Made Difference.

The Coroner: Had you known there were Chinese still there would it have made any difference to your plans?—Had I known there were Chinese I might possibly have changed my plans without going for the lights.

The Foreman: Can you remember if the previous witness (Mr. Sparrow) told you there were any Chinese in the Station?

The Coroner (interposing): His exact words were that some one told him that everybody was out with the exception of Mrs. Madgwick and B. 9. That was not the same thing.

The Foreman: The previous witness knew there were Chinese in the Station?

The Coroner remarked that that might be inferred since Mr. Sparrow had stated that one of his reasons in not rushing the Station was the fear of shooting innocent persons.

Mr. Burlingham: One of the things I remember very shortly after my arrival was that a hit had been sent by Mr. Sparrow to somebody saying that everybody was out of the Station except B. 9 and Mrs. Madgwick. I cannot remember the exact words.

On the depositions being read over at the conclusion of his testimony, Mr. Burlingham asked permission to withdraw his statement regarding the line of action he might possibly take were he informed of the presence of Chinese in the Station. "I don't think we would have gone in," he said, "without lights to show who we were shooting at, in any case."

Sergeant-Major Surang Singh, the officer mostly in touch with the Indian personnel of the force on the mainland, testified that he did not hear of any complaint being made by Dalip Singh on his last inspection before the tragedy, of the Indian force at the Station.

This completed the afternoon's sitting. It was stated by Mr. King that three more witnesses will be called, these being Mr. T. Murphy, A.S.P., the Police armourer, and the Inspector General of Police. He thought that they would be able to close the inquiry with another afternoon's sitting.

The inquiry was then adjourned until Friday.

LAWN BOWLS MATCH AT TAIKOO.

DORRANCE CUP WON FROM KOWLOON DOCK.

The second annual match for the Dorrance Cup between the Taikoo R.C. and the Kowloon Dock R.C. which was played off on the Taikoo greens yesterday evening, was marked by the presence of Mr. "Bob" Dorrance, the donor of the cup, who is passing through the Colony on his way home on leave from Shanghai.

The cup was presented for competition last year when Mr. Dorrance was in Hongkong as a member of the last Interport team which came from Shanghai to engage the local quartette. The first match was played on the Kowloon Dock greens, where the hosts won and became the first holders of the trophy.

Yesterday the Taikoo players reversed the former decision, winning by 32 shots on four rinks. It was to have been a five-rink match, but owing to the visitors being unable to raise an additional rink only four were played. Owing to the shortage of time and the interference of rain during the afternoon only thirteen heads were played on each rink. The full scores were as follow:

Taikoo R.C. Kowloon Dock R.C.

W. Weir	V. Hart
D. Phipps	J. Chishill
D. Wainman	W. Greig
N. Drummond	9 H. McTavish
W. Bell	A. Colman
J. J. Whyte	E. Docherty
D. Munro	D. Keith
R. K. Duncan	17 F. Cullen
J. B. Chapman	V. Ramsay
G. H. Stewart	R. Morrison
J. Sloan	J. McLagan
J. Laing	19 S. Gray
T. Grimes	G. W. Cooper
A. Stalker	G. Mitchell
J. Chalmers	W. Hedley
W. Wether-	
spoon	18 R. Lapsley
	58
	26

Supper and Concert.

After the match the two teams and the ladies who attended adjourned to the club house, where supper was served and an enjoyable concert was given by a number of those present.

Mr. J. Russell, convenor of the Lawn Bowls committee, presided and in welcoming Mr. Dorrance at the club house said that it had been deemed more appropriate, with the presence of Mr. Dorrance in the Colony, for the match to be played with less seriousness than prevailed at the first meeting, and to play it in the convivial spirit, in the spirit of all bowls matches should be played. He intimated that the name of Mr. Dorrance would be perpetuated in the Colony by the handsome cup which he had presented for competition.

Mr. T. H. R. Shaw, president of the club proposed the health of the visitors and Mr. Dorrance, and mentioned that he did not know whether the cup had been presented because of the superiority of the local standard of bowls over that obtaining in Shanghai or whether it was due to the generosity of Mr. Dorrance.

In rising to reply to the toast, Mr. Dorrance mentioned that the cup had been donated to foster the friendly spirit between the two teams. He commented on the game which was played that afternoon, and expressed pleasure at being present at the club.

Mr. W. Wetherston spoke on behalf of the Taikoo players, and recalled the match some six years ago when the Taikoo team had taken a wooden spoon to Kowloon Dock for competition. He also referred to the first match for the Dorrance cup, and expressed the thanks of the winners to Mrs. Shaw, who had kindly presented the trophy together with four spoons to the winning rink which finished with the greatest margin of points.

Mr. J. Cuthill returned thanks on behalf of the Kowloon players, and congratulated the Taikoo men on their victory. He said that the trophy was a symbol of the sterling quality and generosity of Mr. Dorrance.

Those who contributed towards the success of the musical entertainment were Miss Russell, Mrs. Kerr, Mr. F. Cullen, Mr. G. H. Stewart and Mr. Robert Miles (of the Shanghai Fire Brigade).

EXCHANGE RATES.

	London, Sept. 5.
Paris	122.795
Geneva	25.055
Berlin	20.415
Oso	18.165
Helsingfors	19.37
Albena	37.5
Buenos Aires	40
Shanghai	17.74
New York	4.864
Amsterdam	12.074
Stockholm	18.025
Vienna	34.435
Madrid	46.15
Bucharest	61.4
Montevideo	40.4
Hongkong	1.784
Brussels	34.84
Milan	32.845
Copenhagen	18.18
Prague	164
Lisbon	108.25
Rio	1.674
Bombay	2/0.13/32
Yokohama	167
Silver (spot and forward)	167

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Mr. Wallace Jones, formerly a Birmingham tram driver, has had the distinction of being appointed first tuba player in the famous Halle Orchestra at Manchester. He will also play for the Liverpool Philharmonic Orchestra. Before going to Birmingham Mr. Jones, who is 30, was in the Naval School of Music at Portsmouth.

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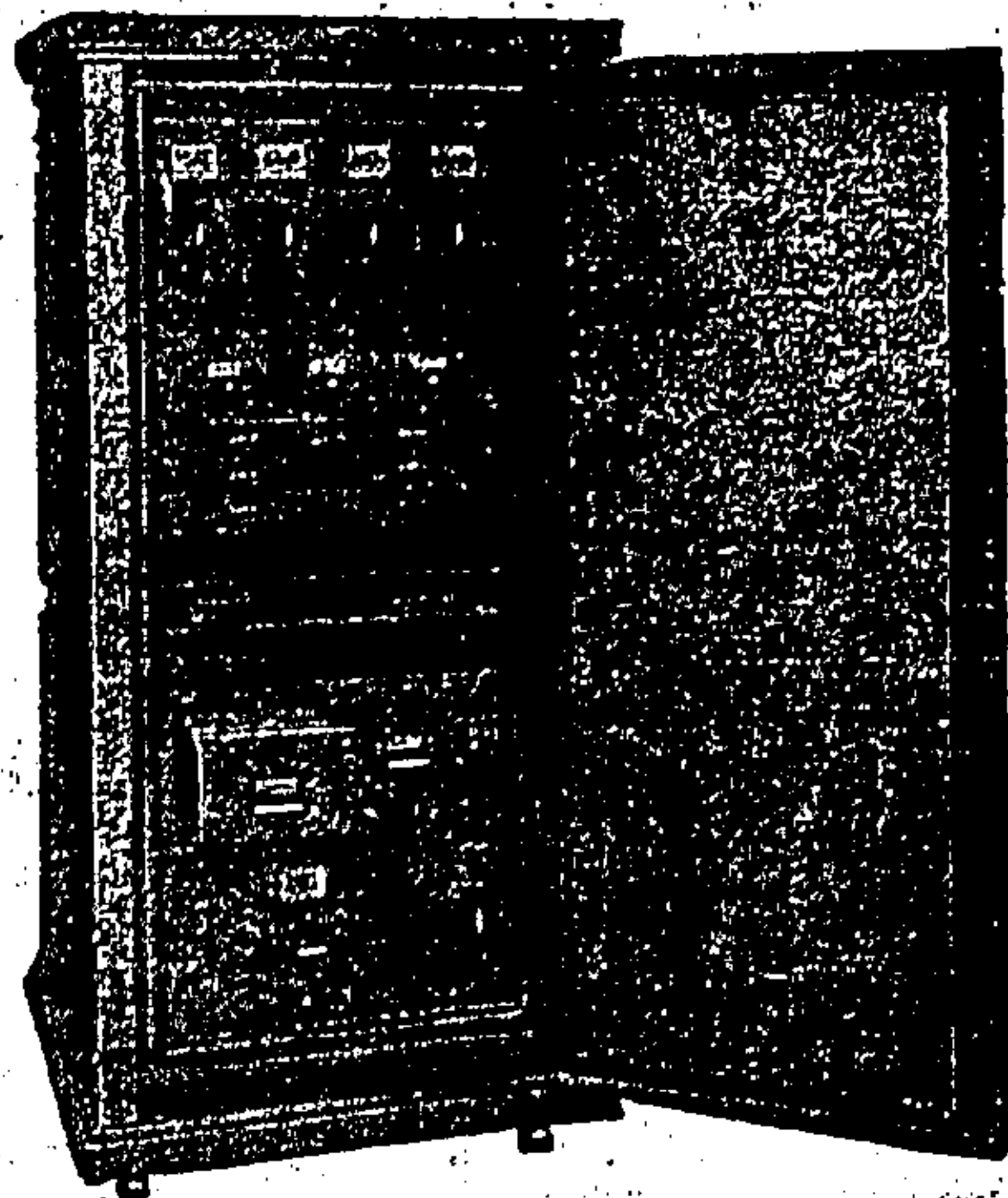
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HONGKONG TEAM DEFEATED.

LOSE TO SHANGHAI JUNIOR GOLF CLUB.

Shanghai, Sept. 5.
The lawn bowls match played at Hongkong Park to-day between the Junior Golf Club and the Hongkong bowlers ended in a win for the local men, Hongkong losing by 11 shots to 19.

The teams were as follows:

Hongkong:
F. C. Goodman
G. McLeod
C. J. Silva
W. H. B. Muskett (Skip).
Junior G.C.
C. Clements
A. Hayward
J. Alcorn
D. McAlister (Skip).

There was sunshine this afternoon when play started. The Hongkong bowlers found the ground very heavy, as the result of the recent rainfall. The Junior Golf Club team were the better side.

The teams were all square at the sixth end, and Hongkong stood 7 to 8 at the eleventh.

Then the Shanghai men forged ahead, Hongkong being only 8 to 18 at the nineteenth.

For the winners, McAlister was an able skip, being most dependable.

Before the tea interval, at the end of the thirteenth end, the score of the Junior Golf Club was 9 to Hongkong's 8. Silva, playing No. 8, delivered his woods as required. However, the tea interval "killed" him, and he played a poor game afterwards.

McLeod played a short game. Muskett, the visiting skip, was applauded for several beauties.

Hankow Also Beaten.

Hankow were outclassed by the Junior Golf Club who won by 29 to 12.

THE INTERPORT.

Teams Chosen for First
Match To-day.

The Hongkong representatives for the Interport, to-morrow, have been selected as follows:

C. Atkinson
F. C. Goodman
C. J. Silva
R. F. Luz (Skip).
The Shanghai side will be:
C. M. Sequera
A. J. Hall
Gavin Campbell
J. Monroe (Skip).

No Play on Thursday, the Interport bowls teams from Hongkong and Hankow were unable to play their matches with the Shanghai Recreation Club—Our Own Correspondent.

KOWLOON GOLF CLUB.

"SOUND POSITION" REPORTED AT MEETING.

The sixth annual meeting of the Kowloon Golf Club was held in the Y.M.C.A., yesterday, when Mr. D. C. Wilson presided.

In addressing the meeting, the chairman said that they could safely say they were satisfied with the sound and strong position of the club. The membership had increased and now totalled 210, which included a number of new members.

Mr. F. Remedios, won the Club Championship for the fifth year in succession with Mr. D. C. Wilson as runner-up. Mr. Wilson also captured the Captain's Cup, Mr. John Pooler the High Handicap, Messrs. J. McKnight and John Pooler the Hong Foursumes, Mr. A. E. Silkatone the "Fear Cup," Messrs. H. T. Buxton and G. H. Russell the Open Foursumes and Mr. G. H. Russell the Summer Cup.

The course had been greatly altered, some of the greens being lowered and others raised, whilst extensive bunkering had been carried out. The greens had recently been specially treated and were now showing excellent results.

The balance sheet was eminently satisfactory, showing a profit.

The report and accounts were unanimously adopted.

New Officers.

The following officers were elected: President, Mr. E. Cock; Vice-President, Dr. Cogan; Captain, Mr. D. C. Wilson; Hon. Secretary, Mr. W. Orchard; Hon. Treasurer, Mr. A. L. Cole; Committee, Messrs. W. Borrowman, A. Bralley, P. Tai, E. O. Murphy, W. Hillier and E. R. Price.

The chairman made mention of the dilapidated state of the front of the club house, and said it would be the duty of the committee to enquire into the advisability of making a reserve fund, either for the repair of the present house, or for the erection of a new structure.

Thanks to the outgoing officers for the zealous work during the past year closed the meeting.

The Hongkong Jockey Club advertise that draft programmes and entry forms for the seventh extra race meeting to be held on Saturday, 27th September (weather permitting), may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

AMERICAN BASEBALL RESULTS.

FURTHER IMPROVEMENT IN CHICAGO'S POSITION.

New York, Sept. 4.
Chicago have further improved upon their position in the National League by their victory over Pittsburgh and the defeat of the New York Giants by Boston. St. Louis made the most of their game with Cincinnati and trounced the visitors to the tune of 13 runs to two.

Philadelphia and Washington had their narrowest possible victory in their respective matches, the Athletics at home and the Senators away.

Results of Thursday's games cabled by Reuter are as follows:

National League.

Boston 7 New York 10

Pittsburgh 7 Chicago 2

St. Louis 13 Cincinnati 2

American League.

New York 2 Washington 8

Philadelphia 8 Boston 7

Detroit 8 St. Louis 4

Chicago 2 Cleveland 8

The league tables revised to date are given below:

National League.

Chicago 79 54 594

New York 74 58 560

St. Louis 73 59 553

Brooklyn 73 60 548

Pittsburgh 68 64 515

Boston 62 72 492

Cincinnati 55 76 423

Philadelphia 44 87 355

American League.

Philadelphia 91 45 669

Washington 83 50 624

New York 77 57 574

Cleveland 73 63 536

Detroit 65 70 481

St. Louis 53 82 391

Chicago 51 81 388

Boston 44 87 335

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

Sept. 4 Sept. 5

Shiuhing 10.5 7.5

Tsingyuen 6.2 5.2

Samshui 5.2 5.2

Sheklung 1.7 3.4

The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Sheklung minus 2.7 feet.



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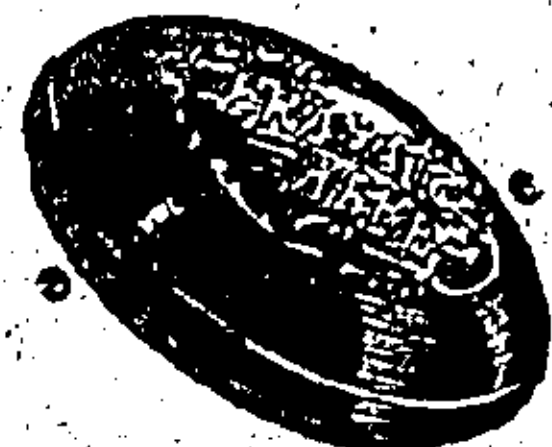
ENJOY the Autumn and be your loveliest self. Play tennis and golf—motor and "tramp"—and let Peerless Erasmic help you keep the dainty freshness of your skin. For Peerless Erasmic is cleanser, tonic and beauty treatment, all in one.

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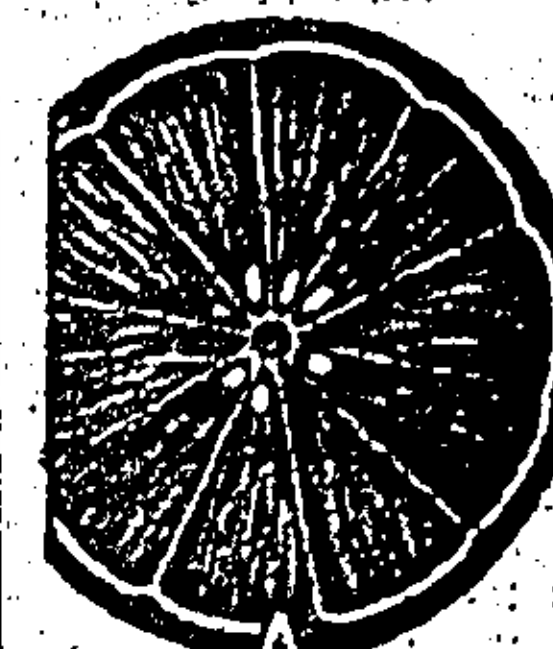
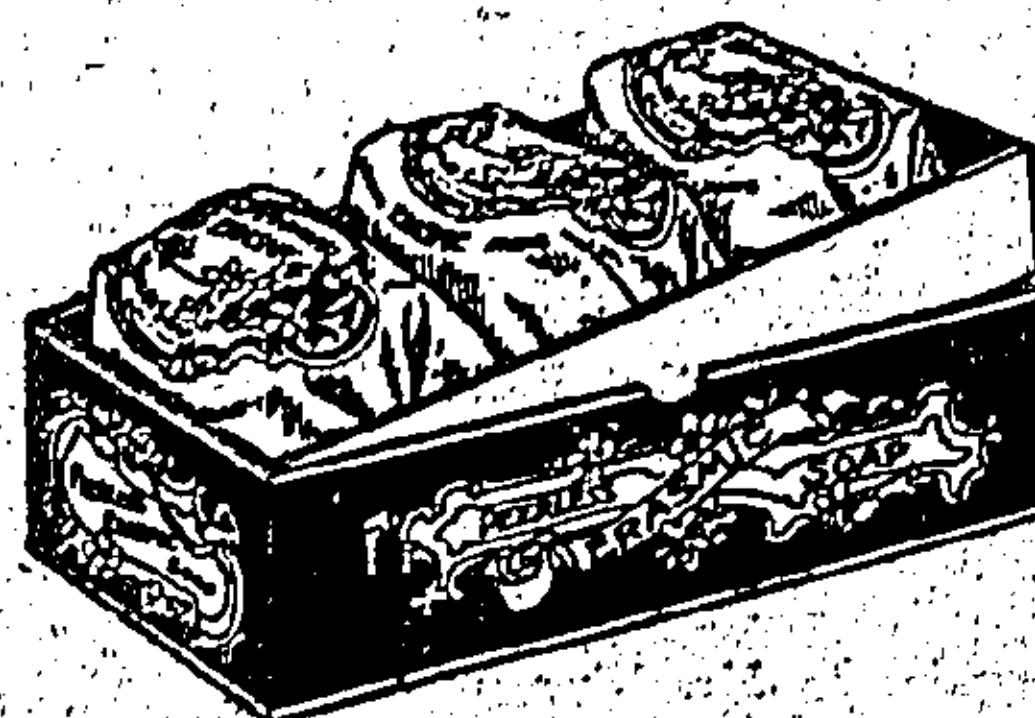
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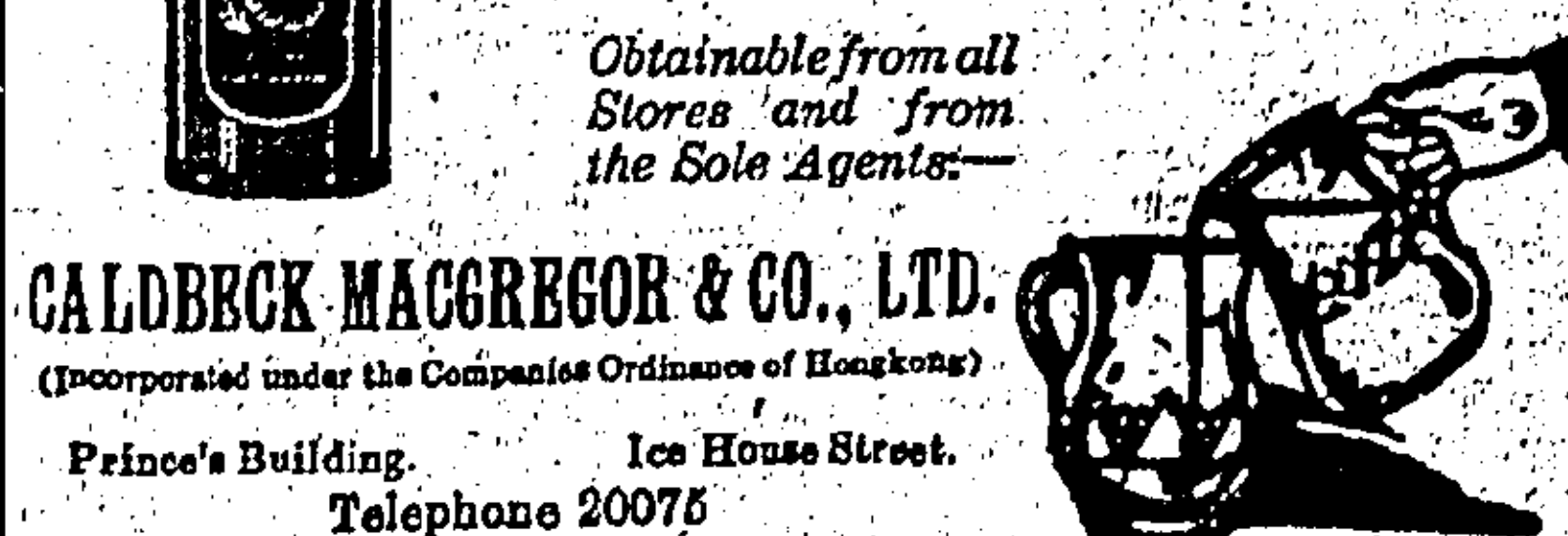
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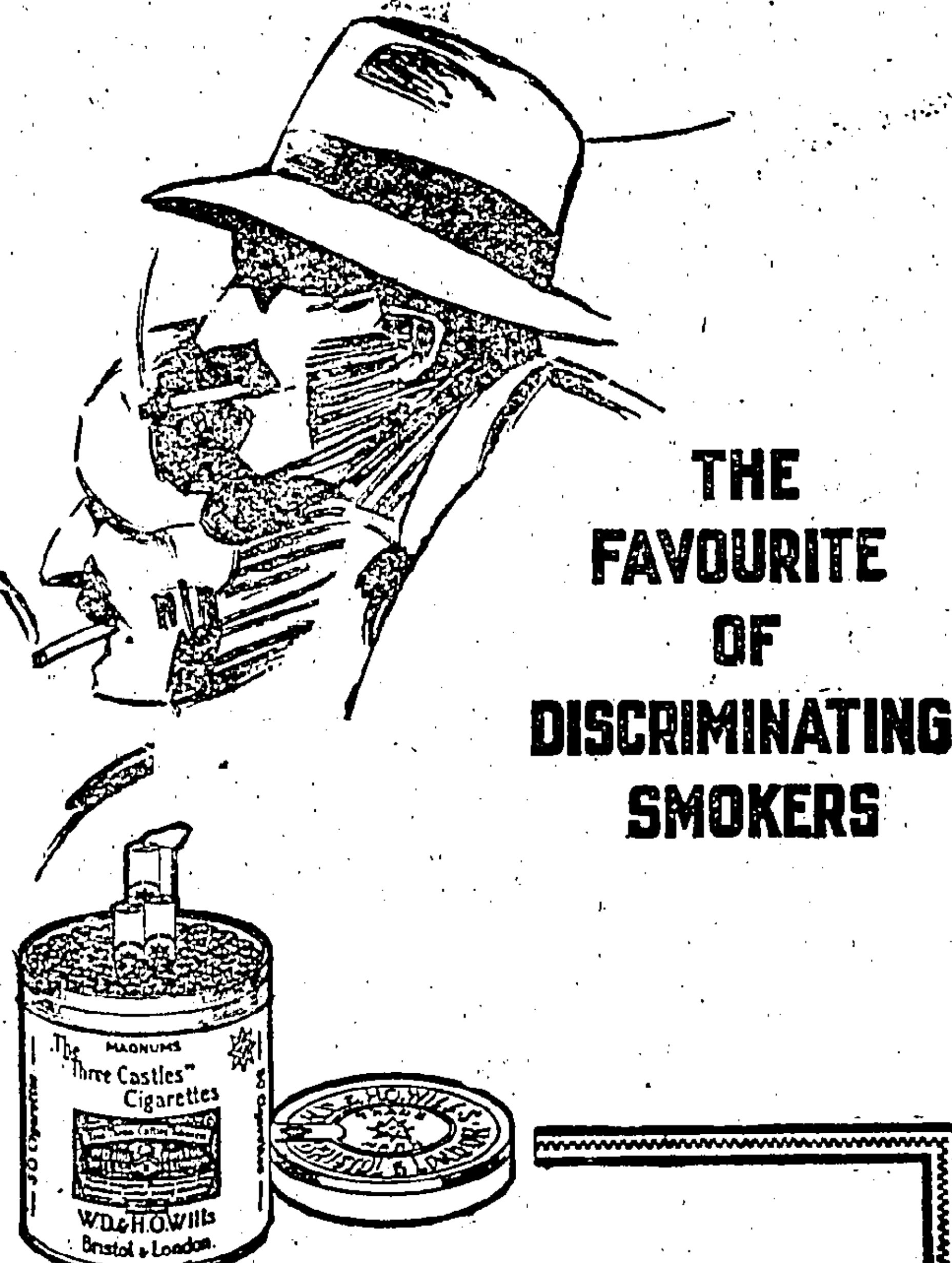
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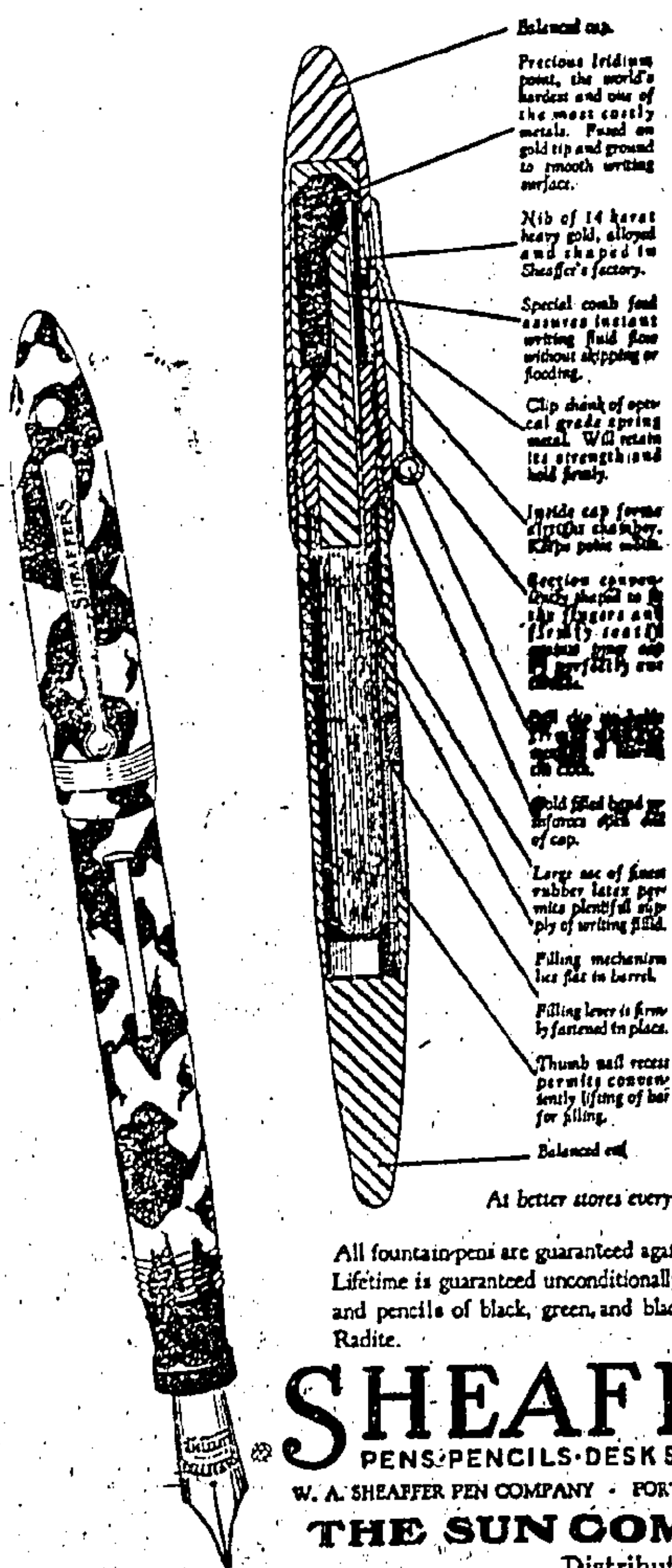
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THE HOLLYWOOD STORY—By Ernest Lymm.

BEGIN HERE TO-DAY.

Dan Rorimer, former New York newspaper man, who is now writing scenarios for Continental Pictures in Hollywood, gets a letter from an old friend in New York, Ziggy Young, telling him to look up a girl named Anne Winter, who has come from Tulsa, Okla., to "crash the pictures."

Dan complies reluctantly, as he is distrustful of Ziggy, but Anne proves to be charming. She has had stage experience in stock companies, which Dan tells her is the best foundation for an actor to have. Anne gathers that he is a little dissatisfied with things at Continental. For one thing, he thinks they have miscast the star whom they select to play in the picture that is to be made from a story he had written before coming to Hollywood.

Rorimer tells Anne about some of the discouraging phases of extra work, but he really believes she will "make the grade," and he thus assures her. They go to the Roosevelt Hotel to dance, and Dan, before the evening is over, is quite smitten with her.

CHAPTER IV.

It was Monday morning. Rehearsals were to start that day for "Grim Holiday." Dan Rorimer, settling down at the desk in his tiny office and staring out of the window at a drizzle of rain, looked back on two weeks of illness and fervently hoped there would be work for him in the forthcoming production. Even if a lot of changes in the script were necessary, he wouldn't mind—not unless they changed the framework of his story.

It would at least make him feel like an essential part of the machinery of this organization instead of a human fifth wheel, forgotten in a little coop of an office with a typewriter, a desk and a couple of chairs, and a window that looked out upon numerous parked automobiles.

When Continental Pictures bought his story the executive at the New York office had informed him that the studio contemplated immediate production. Rorimer had thought "immediate production" meant just that, and was surprised to find on his arrival that nothing had been done beyond the preparation of the scenario. He had read that, had been impressed by its technical craftsmanship.

Looking back over those two weeks, Rorimer smiled a little bitterly at the recollection of his reception at the Continental lot. He had been introduced to the producer, no less, and that important and busy individual had ordered that Rorimer be shown the sights. The studio manager had invited him to lunch, introduced him to various directors and scenario writers at the table, who had greeted him pleasantly, pausing long enough in their game of throwing dice to see who should be stuck for the meal checks to bid him welcome to Hollywood.

One of the directors said, "If you're not doing anything this afternoon, come over on Stage Five. We're shooting some interesting stuff."

Photography in natural colour. Standing beside the director, Rorimer, who never had been inside a moving picture studio before, watched with keen interest and was informed by the director that the lights used in colour photography were several times as strong as those for black and white.

"Hotter than the very devil, too. I understand they're working on a cold light now. It'll be great if they perfect it. This morning I was shooting a restaurant scene, and an extra girl playing a waitress was supposed to come on and pick up a tray. Well, the table had been under the lights for a little while, and she dropped the tray! It was hotter than fire. She said a few things, too."

What caused Dan Rorimer to smile now was the fact that after three or four days of being treated like a visiting celebrity he had been abruptly forgotten. The scenario editor, showing him to the little office, had said, "Well, Rorimer, this is yours. I'm sending in a bunch of scripts; you can study them to see how it's done. We'll be making you work pretty soon—and this is a fine little place to sweat."

Rorimer now looked about him. A fine place to sweat! A fine place to sit and wonder if they ever expected to use you! Four plain walls, adorned with a few framed pictures of movie celebrities. A door at one end, a window at the other, beside the window, his desk.

Someone now stuck his head in at the door. It was Gregg, the scenario chief.

He said, "I suppose you're ready to give them a hand—you knew that Murray was sick?"

"Yes," said Rorimer. "I'm darned glad to get to work." Gregg smiled. He was grey and well groomed, with a lined cheek and a perpetually worried look in his eyes, from frequent tilts with the studio manager. "You may get more than you're looking for," he said. "I just wanted to warn you about one thing; don't get sore if they ask you to make changes in your story. Maybe I don't need to tell you that."

"I hope not," said Rorimer.

"Well, it's not pretty to write a nice magazine story, or a book, and have somebody kick it all around for you. But try to remember that the production of a talking picture is an expensive proposition; this one will run more than \$5000 a day—and it'll probably exceed its budget at that.... Collins is the director."

"So I heard," said Dan. Collins was the director who had been so pleasant to him his first day at Continental.

"When he makes a suggestion," Gregg said, "it's usually a sound one."

"I've heard he's very good," said Dan. "I've got only one kick; why?"

Gregg interrupted with a patient smile. "Why did they give your story to Atwood? Between the two of us, even Collins squawked a little when Adamson did that. But Atwood's got a costly contract, and we've got to keep him busy. Besides, he won't be as bad as you think; he's a trouper, whatever they say about him."

By mid-afternoon Rorimer had reason to think even more highly of Collins' ability. Several times during rehearsals the director had stopped everything and, turning to Dan, had shown where the changing of a line here and there would improve the dialogue. Once it had added a laugh to a scene in which a laugh was needed greatly. It had relieved the tension of a long, nerve-racking sequence.

Collins said he believed in long and thorough rehearsals. "It cuts down retakes," he explained. He prided himself a little on his reputation for quick productions.

Dan made his changes right on the sets. Collins, remarking that he was quick and intelligent and facile, once voiced his approval.

"You seem to know what it's all about," he said. "Good dialogue's the thing. Ever write anything for the stage?"

"The stage doesn't know it yet," Dan smiled. "I wrote a play, but that's as far as it got."

Collins nodded. "Maybe it helped you more than you know."

When Dan met Frederick Atwood, the famous screen idol entirely disarmed Rorimer with the warmth of his greeting. He shook hands cordially, said he had read Rorimer's story, "Grim Holiday," and liked it.

"Good story. Good writing." His words were clipped, precise, his accent British.

Rorimer felt a little ashamed; but, studying the almost feminine beauty of Atwood's perfect features, yet persisted in the conviction that the man had been miscast.

He went back to his hotel that evening, tired but elated. He hadn't realized the tension he had been working under until he was driving back in his car. Now he lay stretched out on his bed, relaxing cramped muscles, regretting the large number of cigarettes he had consumed. They had dulled his appetite—and Paul Collier would be calling for him at seven to take him to the Wampas dinner downstairs.

He smiled, thinking of the pleasure he would take in telling Collier about Anne Winter. "So you were out of town in case she had a friend, eh?"

But Anne didn't have a girl friend; she lived alone. This he had learned upon taking her home Saturday night. She had a tiny and uncheerful apartment—one room and kitchenette—and was dissatisfied with it. She wanted something better, but couldn't afford it alone; she expected sooner or later to find a congenial girl to share something nicer with her.

Yesterday—Rorimer had taken her out driving Sunday afternoon—she had confided that she expected to live strictly within the limits of her own funds. He learned that she had saved most of her stake.

"Father told me I'd be writing home for him to pay the rent, but I told him he didn't know his own daughter."

Rorimer, propped up on a pillow whence he could gaze out on a myriad of yellow lights, was willing to wager that Mr. Winter not only knew his own daughter pretty well but was proud of her.

He reached for the telephone. Anne Winter was one swell girl, he thought, asking for her number. Too bad she was up against such a tough proposition; just one in 20,000—or thereabouts, he supposed—trying to crash the movies by the extra route.... Maybe Collins could do something for her. Collins was a good scout, and knew his stuff—maybe.

"Hello, this is Dan Rorimer, inquiring after your good health and frame of mind."

Anne's voice answered: "Both are excellent, thank you. I never felt better, and—big surprise—I go to work to-morrow." (To be Continued)

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DANCE PROGRAMME FOR THIS EVENING.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

7.00 p.m. European programme of Columbia records selected and supplied by Messrs. The Anderson Music Co.

Putting the Clock Back (Squire). Squire Octet. DX68.

The Bay of Biscay. Tom Bowling.

William Heseltine-Tenor. DX70.

Salome. The Dance of the seven veils (Strauss).

Berlin Philharmonic Orchestra. LX39.

It happened in Monterey. A Bench in the Park.

Layton and Johnstone Duettists. DB148.

Melodious Memories (Pot-Pourri). Regal Cinema Orchestra. 9722.

The Cuckoo and the Nightingale (Handel).

Organ Solo by Anton van der Horst. DB156.

Mignon-Overture (Thomas). Milan Symphony Orchestra. 9769.

We're all Happy. The two Gilberts-Comedians. MR102.

The Music of the Spheres (Strauss). The Royal Philharmonic Orch. LX40.

My Dearest Heart (Sullivan). A Summer Night (Thomas). DX71.

Bacchanalia-Drinking Songs Fantasia (Finck). Herman Finck and Orch. 9240.

Marigold. The Sweetest Flower that Blooms. Dora Labbette and Hubert Eisell. DB157.

I'm a Dreamer-Aren't we all? If I had a talking picture of you. Ed Lowry-Vocal. 1978.

Stein Song. The Empire Parade. The National Military Band. DB177.

Old Man Sunshine. Oh, what a night to love. Fred Douglas-Baritone. 9275.

Hail to the Prince, Slow March. Galatea, Grand March. H. M. Grenadier Guards. DB154.

9.00 p.m. Weather report, Local Time.

Funny, Dear, What Love can do. Cooking, breakfast for the one I love. Ruth Etting-Comedienne Lee Morse

and Her Blue Grass Boys. DB147. Regimental March Medley. H. M. Grenadier Guards Band. 9686.

DANCE PROGRAMME.

9.30 p.m. Extra. Waltz.

1. I feel you near me. Foxtrot.

2. Under a Texas Moon. Can't you understand. One Step.

3. Cheer up and smile. The crowning of the Cotton Queen.

4. Foxtrot. Have a little faith in me. Crying for the Carolines.

5. Blues. Love ain't nothin' but the Blues. Lucky me-Lovable You.

6. Foxtrot. The Woman in the Shoe. Only Love is real.

7. Waltz. Giovanna. Like a breath of Spring.

8. Foxtrot. Why? Cross your Fingers. One Step.

9. Blue is the Night. Exactly like you. Waltz.

10. The Shepherd's Sirenade. Down the River of Golden Dream.

11. Foxtrot. My Love Affair. I'm a dreamer.

12. Foxtrot. If I had a talking picture of you. 11.20 p.m.

13. Waltz.

CABLE CONTRACTS CANCELLED.

DECISION BY NATIONALIST GOVERNMENT.

Shanghai, Sept. 5.

It is reported from Nanking that the National Government has issued a mandate that it has decided to cancel its contracts with the Eastern and Great Northern Telegraph Companies on their expiration at the end of this year.

It has also announced that from now on, no foreign Government, corporation or individual may



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Pres. Johnson Sun. Oct. 5, 8 a.m. Pres. Van Buren ... Nov. 16, 8 a.m.

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Hikawa Maru ... Wednesday, 24th Sept.
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Kashima Maru ... Saturday, 20th Sept at 11 a.m.
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Lyons Maru ... Tuesday, 16th Sept.
CALCUTTA via Singapore, Penang & Rangoon.
Hakodate Maru ... Monday, 8th Sept.
Morioka Maru ... Monday, 15th Sept.
SHANGHAI, KOBE & YOKOHAMA.
Akita Maru ... Saturday, 6th Sept.
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Hakata Maru (Kobe Direct) ... Monday, 8th Sept.
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POLA NEGRI

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Thomson head the cast of this in-
triguing tale of warm romance in the
golden groves of California.

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MAJESTIC

NATHAN ROAD, KOWLOON.

GOOD AUSTRALIAN SCORE.

MATCH WITH THE ENGLISH XI DRAWN.

TIME INTERVENES.

London, Sept. 5. The match between the South of England XI and the Australians at Folkestone was drawn.

Yesterday, the English XI declared on their first innings with a score of 408 for eight wickets, and at the close of play the Australians had made 163 for three.

To-day, the Australians completed their innings, making a total of 452, the principal scorers being Bradman 63, Jackson 78 and a Beckett 63.

The English XI went in again and when stumps were drawn they had scored 46 runs for the loss of one wicket.—*Reuter*.

London, Aug. 18. The *News Chronicle*, which exclusively foreshadowed the appointment of Wyatt as England's captain for the fifth Test, now reveals the "secret history" of the dropping of Chapman from the team.

The paper says that at the special meeting of the selectors to discuss the subject, two members—who are understood to be Hobbs and F. T. Mann—favoured a change, while J. C. White and Rhodes wished to retain Chapman. The chairman, H. D. G. Leveson-Gower, exercised his casting vote in favour of a change.

The *News Chronicle* describes as absolutely false the rumours current over the week-end that Chapman was dropped in consequence of friction with the Australians.

AMERICAN GANG SENSATION.

A BERTH SECURED FOR JACK DIAMOND.

Berlin, Sept. 5. The police at Bremen have secured a berth for Jack Diamond, the "king of the New York underworld," aboard a steamer which is proceeding to America from Hamburg to-morrow. As reported yesterday, Diamond recently left New York secretly to escape from the vengeance of "Scarface" Al Capone, and on arrival at Aix-la-Chapelle he was escorted by police to Bremen for deportation.—*Reuter*.

Berlin, Sept. 5. All the German shipping lines have refused to take Jack Diamond aboard. The Bremen police are now pleading with the United States Line, which is an American company, to repatriate him.—*Reuter*.

Hamburg, Sept. 5. The officials of the United States Line declare that it is out of the question to accept Jack Diamond as a passenger.—*Reuter*.

BUENOS AIRES UNDER MARTIAL LAW.

PRESIDENT DELEGATES HIS POWERS.

Buenos Aires, Sept. 5. President Irigoyen has delegated his powers to the Vice-President and has declared martial law.—*Reuter's American Service*.

New York, Sept. 5. A message from Buenos Aires states that two people were killed and 30 injured in rioting before the Government buildings, between students and supporters of President Irigoyen.

The police eventually dispersed the rioters, but the situation in the city is very tense. All the theatres are empty and the main streets are deserted.

It is reported that the Cabinet at a meeting at President Irigoyen's private residence offered to resign, and urged him to resign also, in the interests of the country, but Irigoyen refused.—*Reuter's American Service*.

Buenos Aires, later. The news though not unexpected, has stunned the capital. A rigid censorship has been established, but street fighting is reported.—*Reuter's American Service*.

JAPANESE MURDER CHARGE.

CASE TO BE HEARD IN JAPAN.

The case in which Fumi Hagiwara, quartermaster of the s.s. Saka Maru, was charged with the murder of Sugara Mishima, carpenter aboard the same ship, in Hongkong Harbour, again came before Mr. Whyte Smith at the Kowloon Magistracy this morning.

The question of the jurisdiction of the Court was raised, and eventually the accused was released in order that he might stand his trial in Japan.

HURRICANE TOLL INCREASING.

WHOLESALE CREMATION AT SANTO DOMINGO.

THOUSAND KILLED.

Washington, Sept. 5. The American Red Cross reports that a thousand people were killed and two thousand five hundred injured in the Santo Domingo hurricane. Twenty-nine thousand people were rendered homeless, while five thousand homes were destroyed.—*Reuter*.

Washington, Sept. 5. Further reports from Santo Domingo state that among the public buildings destroyed or damaged are the Presidential Palace, Chamber of Deputies, Court of Appeals, the United States Legation offices and the premises of the water, light and telephone companies.

Bodies are still being extricated from the ruins. At first an attempt was made to bury them, but it was soon found that hopeless sanitary considerations necessitated mass cremations.—*Reuter's American Service*.

Washington, later. Martial law was proclaimed in Santo Domingo City to-night. Two officers of the United States Marine Corps who flew to Santo Domingo from Haiti, wireless back "Conditions are unbelievable. Doctors, medicine and food imperative."

Accordingly, doctors, nurses and supplies are being sent by air from Haiti. In addition three relief steamers are sailing from San Juan.—*Reuter's American Service*.

London, Sept. 5. According to the latest estimates the loss of life caused by the hurricane, which struck Santo Domingo, the capital of the Dominica Republic, West Indies, was approximately one thousand. Over twice that number of persons were injured and thousands rendered homeless as most of the houses in town were destroyed. A shortage of food and drinking water is also reported. Martial law has been declared to facilitate the relief work.

British Possessions in the West Indies seem, in the main, to have escaped the hurricane violence, although an official report from the Leeward Islands states that further news from the small British Island of Dominica indicates considerable damage to the houses of peasants and labourers, for whom assistance was needed.

Crops have been extensively damaged and small sailing vessels are reported to have been lost. There is no shortage of food stuffs or other supplies.

The local telephonic and telegraphic installations have been affected and messages are subject to delay. Some Government offices have suffered, but generally, however, the damage to the island on this occasion was not by any means so extensive as in the hurricane of 1928.—*British Wireless*.

THREE SOMERSET DESERTERS.

SEQUEL TO LOSS BY BATHUR.

There has been a sequel to the theft reported the other day, of a Colt service revolver and a metal watch, belonging to a Police Reservist, named W. K. S. Mok.

An official police report issued to-day states that the articles have been recovered, and that three British soldiers, (whose names are withheld in the report) have been turned over to the military authorities as being deserters from the 1st Batt. Somerset Light Infantry.

The previous report in connexion with the case states that, while bathing in the bay below Felix Villas, Mok saw three Europeans approach a basket containing his clothing and other things which he left on the rocks.

When he returned to the spot, he found his Service revolver and a metal watch missing. In reporting his loss to the police later, Mok said the men whom he saw had the appearance of soldiers.

BANK RETURNS.

NOTE AND SPECIE FIGURES FOR AUGUST.

The returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 31st August, 1930, as certified by the Managers of the respective Banks are:

Banks	Average Amount	Specie in Reserve
Chartered Bank	20,129,560	7,800,000
Hongkong Bank	89,117,461	65,000,000
Mercantile Bank	8,204,318	1,850,000
Total	117,451,339	74,650,000

*In addition Sterling Securities are deposited with the Crown Agents valued at £1,321,800.

*In addition Securities deposited with the Crown Agents and Straits Government valued at £2,932,618.

*In addition Securities deposited with the Crown Agents valued at £180,000.

KAISER AWARDED DAMAGES.

GERMAN MUNITIONS WHICH KILLED TROOPS.

INTEREST IN KRUPP.

Berlin, Sept. 5. The ex-Kaiser's libel action against Herr Mendel, editor of the Democratic organ, *Morgen Post*, opened here to-day.

The action arises out of an article which was published in the *Morgen Post* alleging that the ex-Kaiser was largely interested financially in the Krupp concern and that as a result he did not interfere when Krupp, during the war, supplied inferior artillery material, causing the deaths of thousands of German soldiers.

The case started with a wrangle by the opposing counsel on the subject of the Kaiser's designation, made in the article published by him.

The case concluded to-day when the Court fined Herr Mendel the sum of 275, he being ordered to serve three months in prison in default of payment.—*Reuter*.

INDIAN DEMANDS IMPOSSIBLE.

(Continued from Page 1.)

ment during the transition period, but that the question of independence should not be ruled out.—*Reuter*.

"I Delight in Warfare."

Poona, later. The statement issued by Sir Tej Sapru and Mr. Jayakar adds that the Nehrus replied jointly, reiterating their "insistence" on the demands contained in the resolutions adopted by the annual Congress at Lahore (complete independence).

Jawaharlal Nehru added in a letter to Gandhi "I delight in warfare."

Eventually all met at Yeroda Gaoi in the middle of August, with the result that Gandhi gave the intermediaries a letter laying down the Nationalist demands.

The Viceroy rejection of these was shown to Motilal Nehru who expressed disappointment, while Gandhi finished the negotiations on September 5, saying that the Nationalists "could see no meeting-ground between the Government and Congress," adding that so long as the British Government and the British people consider India's right to secession impossible and untenable, "Congress must continue to fight for freedom."—*Reuter*.

Sequel to Explosions.

Bombay, Sept. 5. Sira Juddin and Abdul Raman have been sentenced to seven years imprisonment each in connexion with the bomb explosions at Bycullah and Masjid stations.

Both explosions occurred in April this year on the Great Indian Peninsula Railway. They occurred within half an hour of each other and resulted in two casualties. The first explosion took place on a train and the second in the third class waiting room at Bycullah. No political significance was attached to the explosions at the time, the bombs being of crude manufacture.—*Reuter*.

BIG SLAUGHTER OF "REDS."

(Continued from Page 1.)

some sort with the Manchurian Government. Mr. Wang Ching-wei, Kuomintang politician, is indisposed and is being attended by a French doctor. His illness has prevented him from personally participating in the political conferences.

Marshall Yen Hsi-shan, leader of the Northern militarists, arrived at Peking this evening under great secrecy. It is known that the precautions taken were to avoid Nan-king aeroplanes while the leader was travelling between Talyuanfu and Peking. Marshal Yen will take part in some important conferences relative to the Manchurian problem and the establishment of the new Government.

No significant development has occurred during the past three days in the war zones.

FEDERAL RESERVE BOARD.

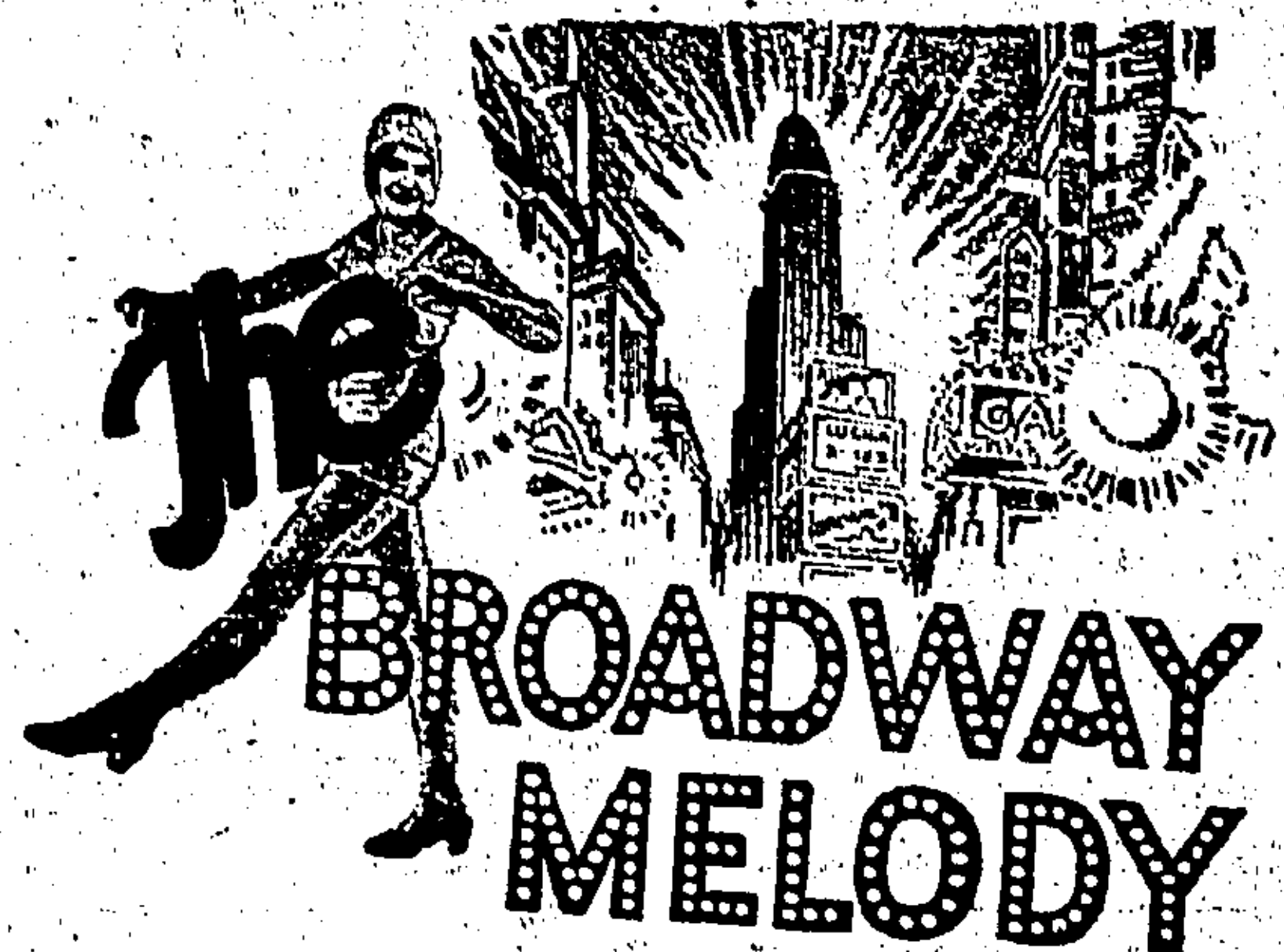
Washington, Sept. 5. Mr. Eugene Meyer of New York, has been appointed Governor of the Federal Reserve Board in succession to Mr. Roy Young.

CLOUDY WEATHER.

The weather forecast till noon to-morrow is:—N.E. winds, moderate; generally cloudy; some rain.

We are informed by the Royal Observatory that repairs have now been effected to the time-ball, which will accordingly be dropped at 10 a.m. to-morrow.

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St. Moritz opens ICE HOCKEY season. Ice SPEED STARS exhibit. Gypsies at play.

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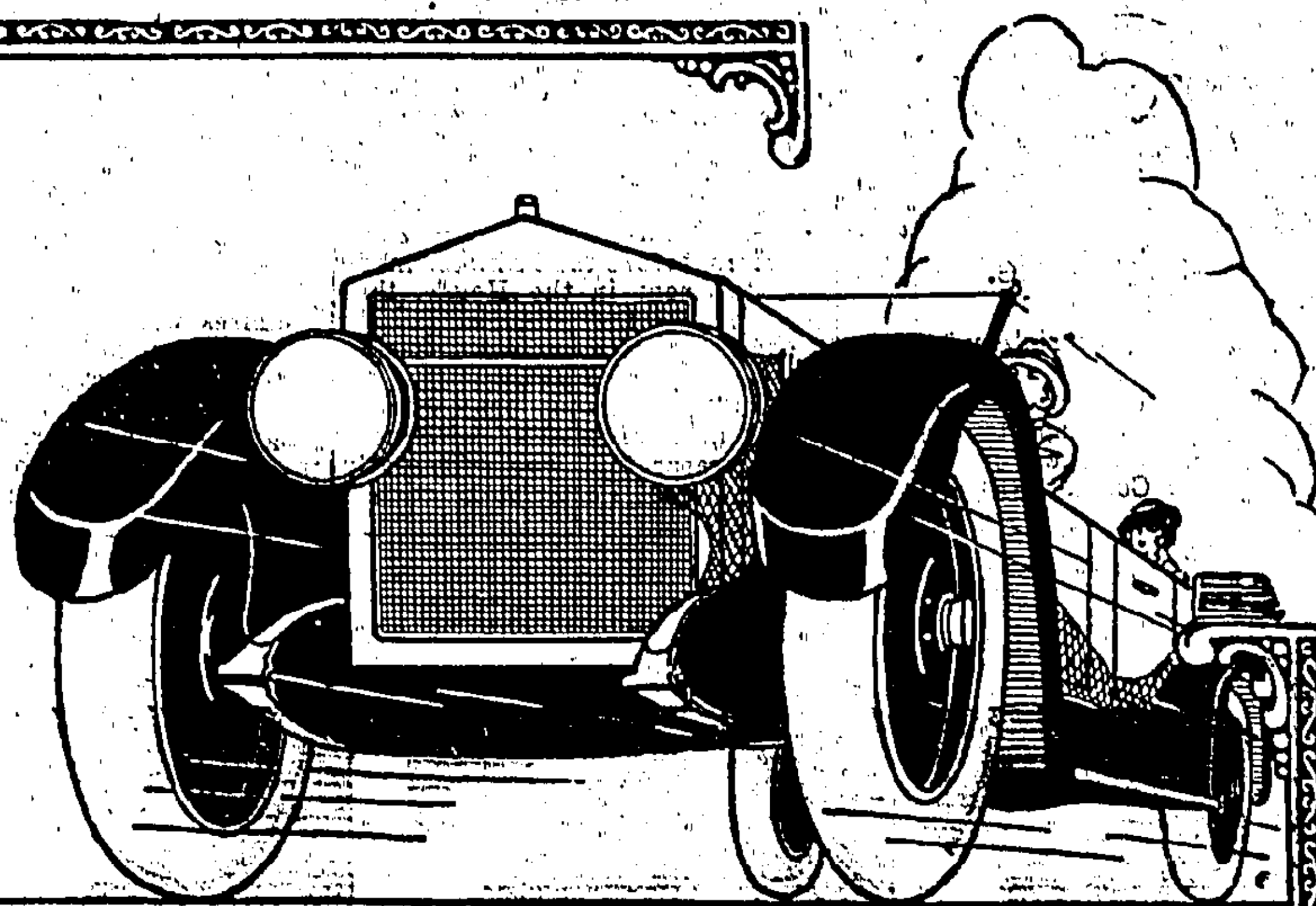
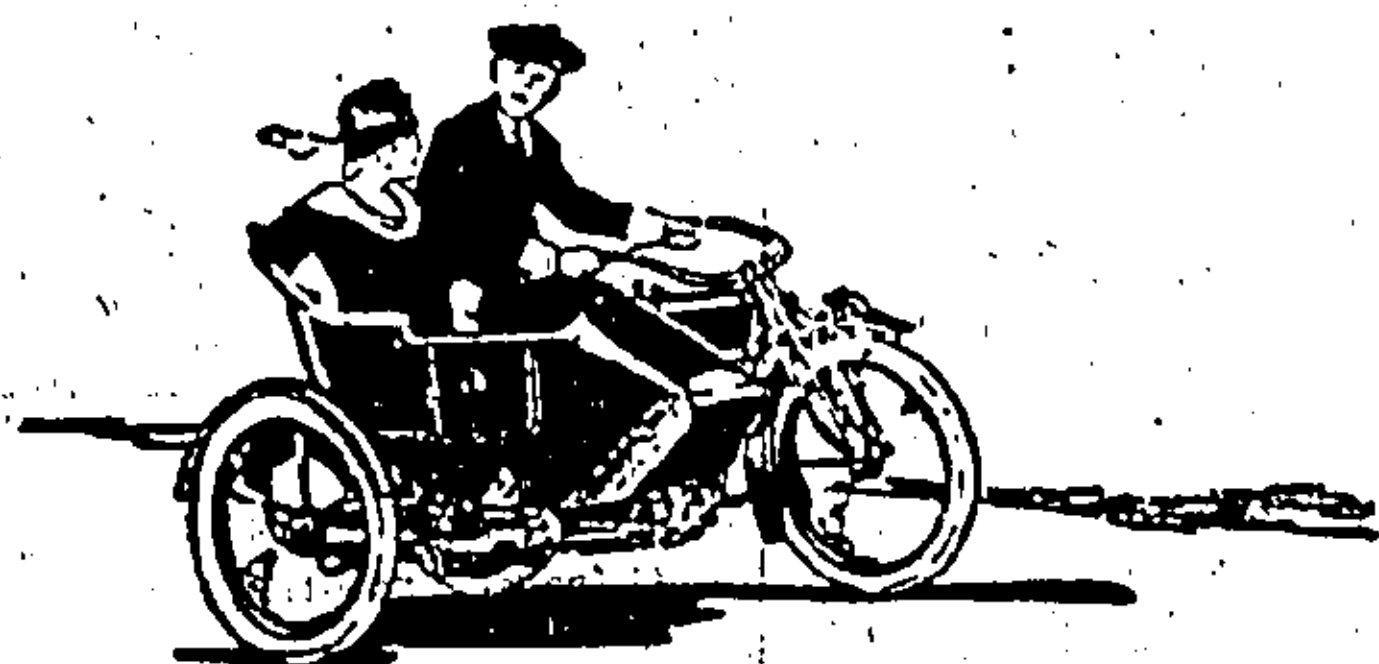
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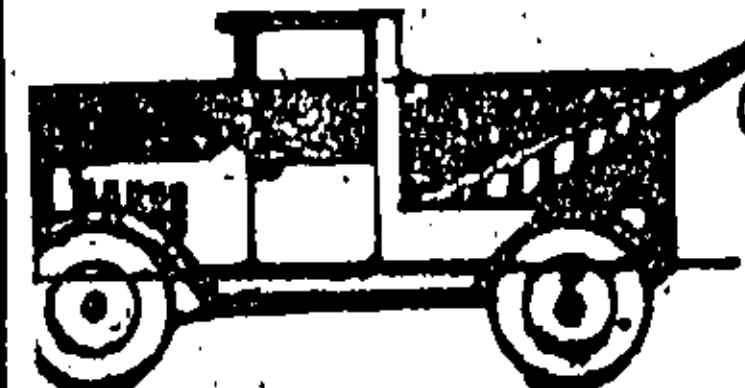
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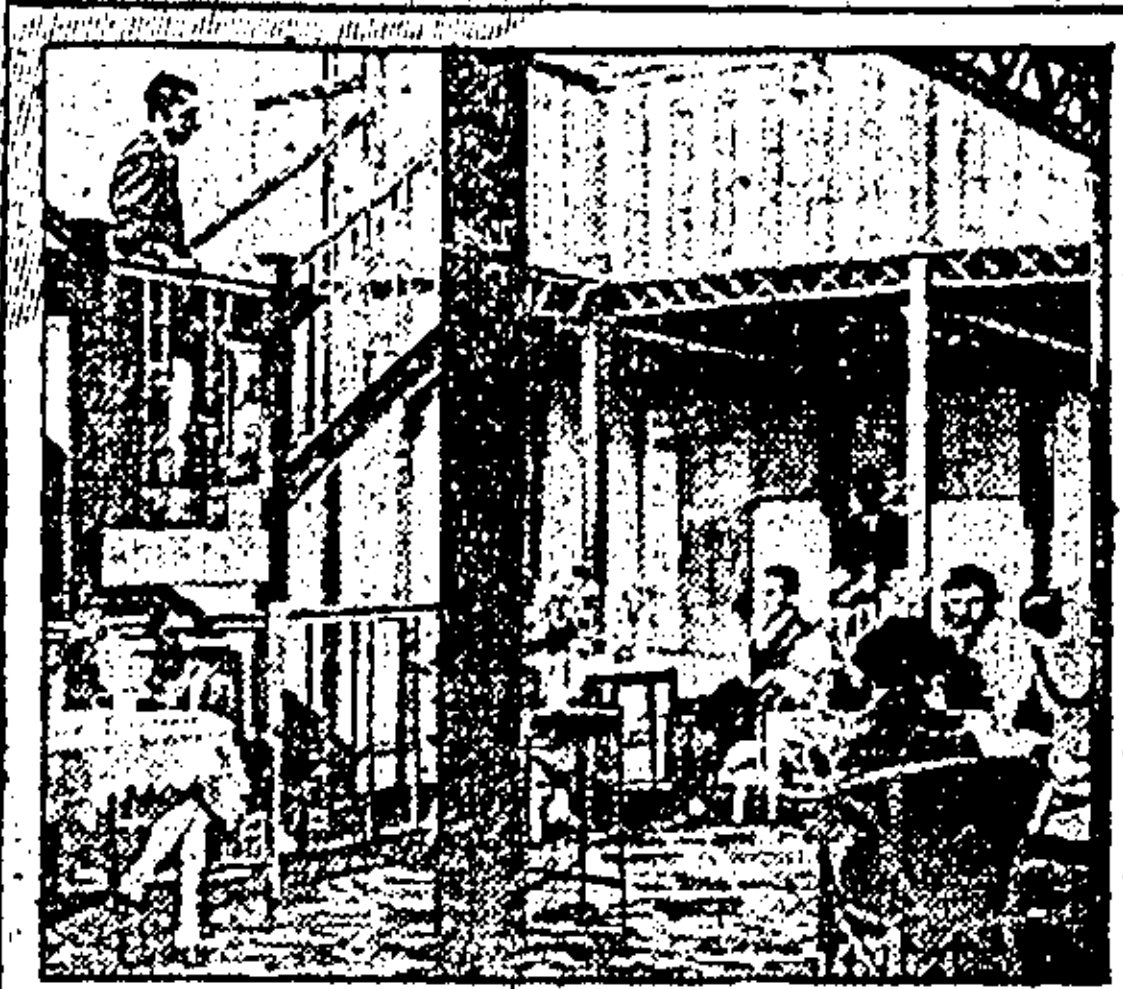
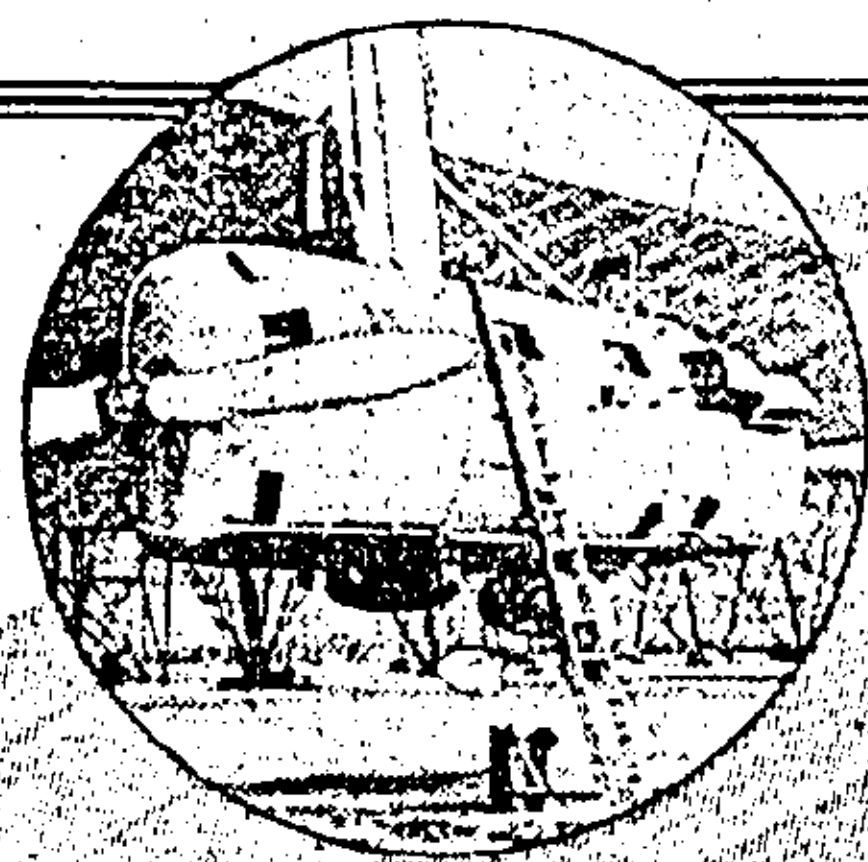
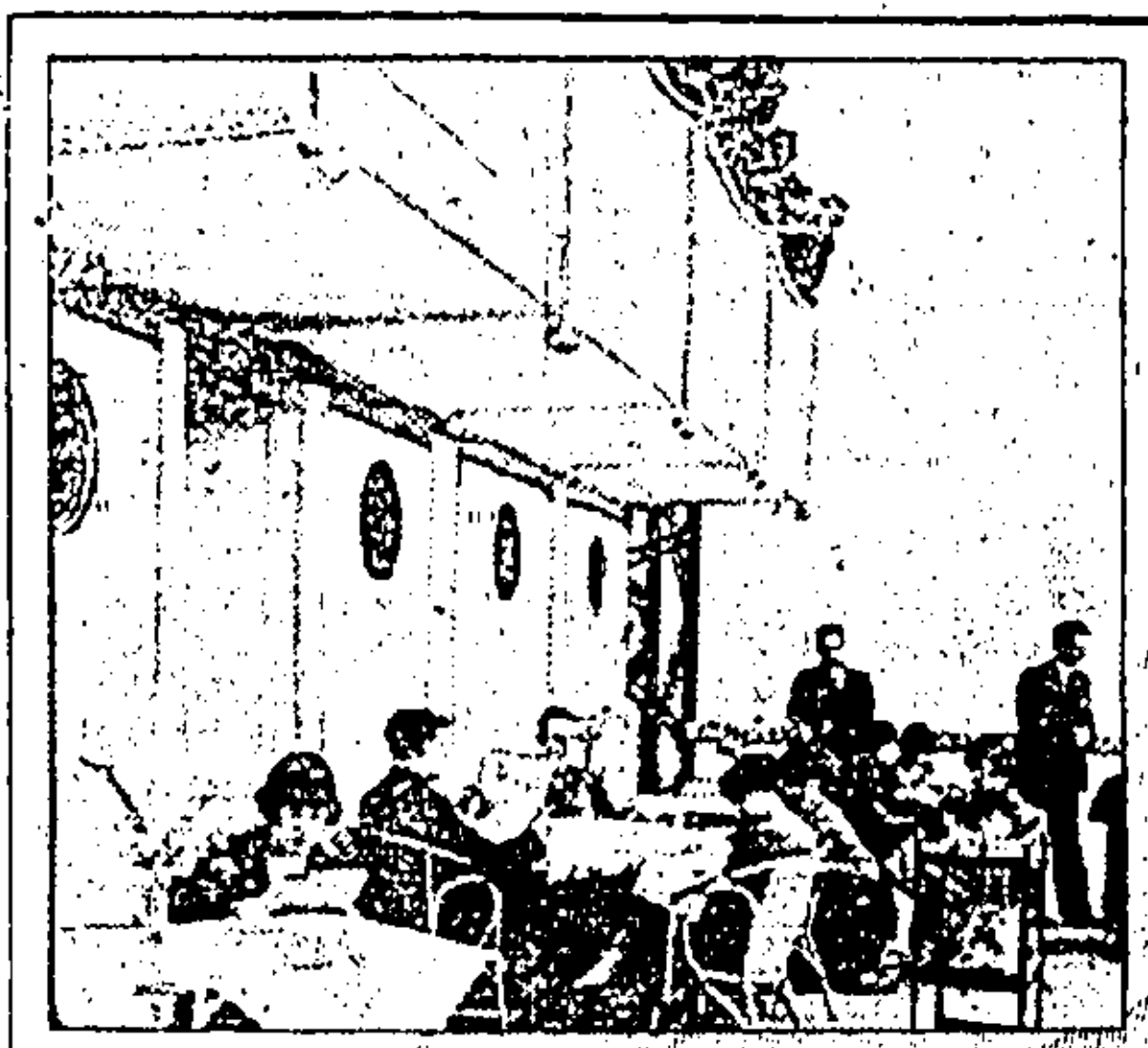
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BRITISH DIRIGIBLE VERITABLE FLYING HOTEL.

[Special Report to the Hongkong Telegraph.]



Here are scenes aboard the new British dirigible, R-100—the biggest airship in the world—a veritable "flying hotel," which recently undertook its first flight from England to Montreal, Canada, and return, prior to beginning regular trans-Atlantic service. The main dining salon is pictured at the lower right, while a deck scene is shown at the upper left. Upper centre is a closeup of the three motor gondolas that hang from the ship's belly. The diagram shows the construction of the three-story quarters for passengers and crew enclosed within the great bag.

In a nutshell, interesting facts about the great air liner are:—
Passengers—Built to carry 100 in regular trans-Atlantic service. Passenger accommodations are completely enclosed within lower part of bag, view (even from deck)

being through windows. Most cabins accommodate four persons.
Cuisine—Main dining salon seats 55, being designed to serve all passengers at two sittings, as on ocean liners. All cooking done by electricity and full-course dinners available.
 motive Power—Three hanging gondolas, each containing two 600-horsepower Rolls-Royce Condor petrol engines. Propellers are reversible and thus ship can move swiftly astern. All motors aft of passenger cabins, thereby eliminating noise. Can develop 4,200 horsepower.
Size—Slightly shorter but bigger in girth than Graf Zeppelin, having capacity of 5,000,000 cubic feet of gas to Graf's 3,700,000. Total length 709 feet, diameter 133 feet. Stood on end, the airship would tower 154 feet higher than the Washington Monument. It lacks a few feet of being as

long as its sister ship, the British R-101, but is bigger around.
Speed—Seventy-one miles an hour when fully loaded, with maximum of 80 miles an hour. Can cruise 3,500 miles without refueling when fully loaded. Scheduled to cut steamship time across Atlantic by half.
Commander and Crew—Commander is R. S. Booth and second in command is Major H. G. Scott, who flew the R-34 to New York and back to Scotland in the first trans-Atlantic dirigible crossing; crew of approximately 30, which were changed entirely on this return trip, a new crew being brought over from England by steamship.
Very few passengers were carried on the maiden voyage from England to Montreal, space being reserved for operating personnel, various aeronautical experts and fuel.

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Very few passengers were carried on the maiden voyage from England to Montreal, space being reserved for operating personnel, various aeronautical experts and fuel.



Commander Booth.

CURRENT COMMENT

Upper Tai Hang Road.

Much interest has been aroused by the revelation made in this Supplement two weeks ago, that Hongkong possesses a motor road on which motor vehicle traffic is forbidden. Such a paradox does call for some explanation, especially as pointed out at the time, the road has been in existence for some years. It was indeed gratifying to notice that His Excellency the Governor, accompanied by the Director of Public Works, inspected the road in question in the early part of last week, and residents of Broadwood Road will now feel more hopeful of being able to attain their desire.

The Vehicular Ferry.

Although these notes are written before the meeting of the Legislative Council at which approval will be formally sought for the expenditure of \$1,300,000 for the construction of the necessary piers, and for a vote of \$100,000 during the financial year of 1930, there can be no doubt that the approval will be obtained. In some quarters, criticism has been levelled at the commencement of the scheme at this juncture, but there is no doubt that the majority of residents favour an immediate start. The only ground for complaint is that up-to-date vehicular

ferry was not inaugurated years ago when times were rosier.
Woeful Pessimists.
We have no time for the woeful pessimists who throw up their hands and deplore legitimate progress and development on the plea that times are bad. Granted that economic conditions have imposed a burden on the Government and community alike, but the whole world may be diagnosed as suffering from the same complaint, and it is up to every community to strive to better its particular sphere so as to be prepared for brighter times and a return to former prosperity. The Government cannot be accused of recklessness in launching a scheme which will not only be revenue earning, but an important factor in the Colony's future progressive development.

The New Reclamation.
We are indeed glad to observe that the system of lighting the new roads along the Praya Reclamation is to be thoroughly in keeping with modern lines along which these important thoroughfares have been planned and built. Quite a number of suspension lights have already been erected, and the effect is most pleasing and at the same time, decidedly practical. It has to be admitted that there are not nearly sufficient street lamps in the City of Victoria, especially in the central districts, and one has only to pass through what we may term the European business quarter at night, to realise what a gloomy city it is. The main Chinese districts are

brightly illuminated by the various business concerns in the localities, but even that has the effect of casting a contrasting gloom over the inadequately lighted centre of the City. In any case, the responsibility of public lighting is not with private individuals although the various establishments who do employ night lighting greatly assist in creating a more cheery effect.

A Busy Corner.

The work of completing the new concrete road on the corner of Salisbury and Nathan Roads, Kowloon, and the erection of a special electrical signalling device has done much to improve that particular locality. The aluminium blocks which have been set in the road in the form of arrows and direction indicators will doubtless be of the greatest assistance in establishing an orderly traffic system, although it is to be hoped that the present covering of granite chips will disappear, otherwise, the object of the arrows will be defeated. On Wednesday morning, it was noticed that Police officials were engaged in instructing drivers of various vehicles in the matter of correct observance of the signals, and after a few mornings of such guidance, there should be little excuse for any confusion at this point.

Signals to Pass.

Some drivers do not seem to realise their responsibility to following vehicles, and one occasionally sees the signal to pass a

FOG LANDINGS.

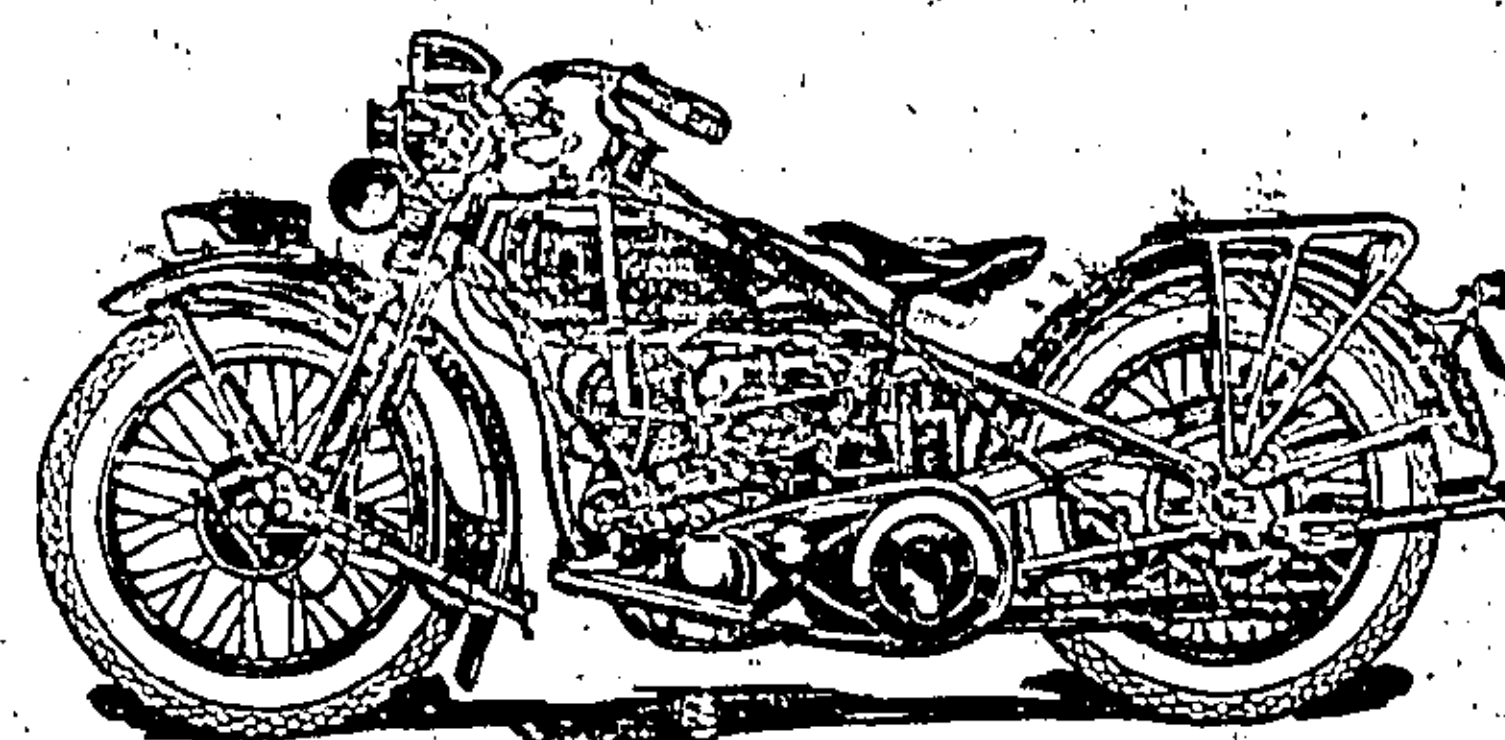
Air Ministry Conducts Experiments.

NEW SYSTEM.

Further experiments with a new system for fog landings developed in England will be watched with interest. The Air Ministry has announced that five successful landings were made in a fog which it describes as "real." Anyone who has had experience with an English fog will know what that means. The method used was to send up a tethered sighting balloon above the fog layer, have the pilot take an angle downward from his balloon in such a way as to have his instruments show certain predetermined readings which would bring him to the field and then glide down, maintaining this angle until a weight suspended from his fuselage struck the ground and lighted a real lamp in the cockpit which was the signal to level off for the landing. Great benefit is foreseen for air mail routes.

leading car given when it would obviously be dangerous to do. Only the other evening, when proceeding up the Peak, a driver signalled the car behind him to pass ahead, although but some fifty yards from a blind corner. As it happened the driver in the rear car did not accept the signal,

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LOCAL AGENTS.

his caution being thoroughly justified when but a few seconds later a descending car swept around the corner at considerable speed. Of course, had a crash occurred, the man who gave the signal would not have been responsible, although at the same time, a native driver might have acted in accordance with the signal, with disastrous results.

Further Tributes.
Messrs. Robertson, Wilson and Co., Ltd., have received a cable stating that both Costes, the French aviator who successfully crossed the Atlantic, and Capt. C. D. Barnard, who recently flew from London to Tangier and back, a distance of 2,480 miles within 36 hours, used "Castrol" lubricating oil in their machines.

MOTORS AND MOTORING.

The New Motor Laws at Home.

[By John Prioleau.]

The announcement by the Minister of Transport that the more important portions of the new Traffic Control Bill will not

come into force for some time—November and January are the two approximate dates Mr. Morrison hoped for—will have been hailed with relief by all road-users. It was suggested in some quarters, before the Minister made his statement in the House, that certain of the clauses would become operative immediately, and the prospect of an entirely new set of conditions being imposed on pupils and police alike without a day's preparation was sufficiently disturbing. Fortunately it has

proved a false alarm, and there is little risk, judging from the tenor of Mr. Morrison's written reply, of the potential advantages of the new law being nullified by precipitate action.

That, on the whole, the new law promises well is generally accepted. Its provisions are the work of a body of practical men, themselves in many cases motorists of long and wide experience, and, on the face of it, we should not have to fear any of the anomalies which

resulted from the sheer panic in forming the drafting of the old Act, an Act which led to more law-breaking than any ever put on the Statute Book. The intentions of the Bill are, for the most part, admirable, and if it is sensibly administered, there is little doubt that traffic conditions will be much improved.

Naturally the abolition of the twenty-miles-an-hour speed limit for private cars, which the Minister proposes to put into effect at the beginning of the New Year, is of prime interest to the majority, though I do not regard it as of so much importance as other clauses. It is all to the good that what has for so long amounted to a dead letter of the law should be erased. It was never of the smallest use in checking the activities of the road hog and nobody was a penny the better for it except certain municipalities who saw in it a golden chance to swell the local coffers. The indecent spectacle of magistrates, themselves constantly guilty of breaking the law, imposing heavy fines for the same offence—in itself often technical—will, let us hope, fade for ever.

To make up for the wholly suppositions check the limit exercised on the reckless driver our responsibilities are to be greatly increased, as well as the responsibilities of the police. Proved cases of dangerous driving will be punishable by heavy fines, and the threat of licence-cancellation is to be in constant suspension over our heads. Nobody will quarrel with the intention of this, but everybody must be relieved to know that time is being taken fully to consider how to interpret the new regulations. The evidence of a country police officer, possibly without practical experience of the road, might easily lead to serious abuses and the defeat of the law's purpose—that the driving public should be taught the safe way.

Mobile police forces are to be organised to help in the work, and a Highway Code of conduct issued. The latter has been sorely needed for a long time, and a set of official definitions of bad and, therefore, risky driving should go far to mend matters. The National Safety First Association has for several years done excellent work with their yearly booklets, presented with each driving licence, but if their remarkably sensible list of "Do's and Don'ts" are issued to the public in a more or less legal form, with the weight of Government behind them, they must necessarily produce more effect. One could wish that the issue of a driving licence should depend upon the passing of an examination in the code. One of the worst types of dangerous driver, the thoughtless, inconsiderate, and wilfully stupid, has often no notion that his offensive behaviour is in reality a serious reach of the unwritten laws which make the roads safe. Let him quote, even parrot-wise if he must, from the code, showing that he has at least read it and he is deprived of good of the smallest claim for consideration.

The mobile police, in swift cars or on swifter motor-bicycles, should quickly justify their existence, but it is to be hoped that their powers will be clearly defined. Presumably they will be in plain clothes, and the question may arise in the mind of the pursued whether he is called upon to stop without some display of authority, such as a badge. It is easy to imagine a breathless race between the police and the delinquent, with the onus eventually on the police of showing that the latter could distinguish his pursuers from up-to-date, well-mounted bandits. And it is still easier to imagine the trail of reckless driving incidents that would mark the passage of the chase. The high-speed police must be able to drop the mask as they call upon the guilty to come quietly.

It is gratifying to know that we have breathing space, till November 1 at earliest, before it is decided what physical disabilities constitute a bar to holding a driving licence. Here again was an opportunity, well and wisely missed, for over-hasty legislation. A good deal has been made lately, and with justice, of cases of illness at the wheel resulting in fatal accidents, and there is no doubt that licences are given to people who have no business to be driving at all. Yet the number of those accidents which are directly due to physical unfitness is very small, obviously because the average man knows perfectly well if he is fit or not to be in charge of a car and responsible for the safety of everyone near it. A number of physical disabilities that would prevent a man from following other occupations, such as short sight, lameness, and other "partial" defects, need be no reason why he should not make a safe driver. Not even deafness need be a bar, provided that the fitting of efficient driving-mirrors is made compulsory—as it certainly should be.—Ex.

ACCESSORIES DELIGHT MOTORIST.

Practical and Fancy Attachments for Automobiles.

BEAUTIFUL EXTRA-FINE EQUIPMENT.

The automobile accessories store is like a Japanese bazaar. There is so much to see that the eye begins to wander over everything, concentrating on no particular object. The result is confusion, but confusion with a thrill in it. The motorist with a kink in him for the mechanical knows this thrill, and knows that it forebodes the discovery of yet a new gadget for his car.

And there are gadgets for every taste. The automobilist who nurtures a liking for adorning her car will find that inventive geniuses all over the country have been busy providing the means for indulging this fondness. The Patent Office in Washington has a hard time keeping track of new contrivances, and so has the store owner, whose catalogue of accessories bulges with every return of Spring.

That's the time when the accessories-minded driver make his reconnaissance. The store owner classifies the species into the newly converted and the inveterate. He comes to know them at first sight. The former walks in shyly. His eyes roam a little. He asks timidly for what he doesn't see in the showcase, wondering if his imagination has not outstripped that of the wizards whose business it is to invent new doodads for a man's car. It turns out generally that he does not want much: A flower-vase to brighten up the interior for his wife, or a handhorn with a mellifluous tone to impress the neighbours—both of which have been on the market for many seasons.

Particular Purchasers.

The veteran is harder to please. He knows what he wants, and is not content with anything short of revolutionary. Last year's novelty is too old for him; he would no more think of carrying it again this year than he would of changing back to tyres that aren't balloons. Known in his circle of driving friends as a person with a flair for the "different," he has a reputation to keep up. So he spurns the catalogue; for him only the latest knick-knacks stuck on coloured cards propped on top of the showcases. And these show all manner of new-style fasteners, pocket lights, door silencers, spark-plug testers and cigarette lighters.

One of these last, by the way, can accomplish everything but manufacture cigarettes. This little machine, made to be attached to the dashboard, not only contains the cheroots, keeping them clean and fresh, but lights one when you want it to, takes a deep puff and, if it finds it coughless, delivers it to you very politely.

Much has been done in the line of ash-trays, too. In the old days it was the custom to toss the butt out of the window. But the increased proximity of one car to another on the road nowadays has made this habit obnoxious, since the flying end often finds no place to land except in some one else's car. Out in the great spaces of America, where men and forest fires are easily provoked, there is an added consideration for the use of ash-and-stub receivers. Truck drivers are instructed to deposit their cigar lasts in dainty containers within arm's reach.

While ash-trays sometimes come separately, they are often included in smoking sets consisting also of a cigarette holder and match case. These sets, like their cousins the vanity sets, are procurable in either leather or metal, with a variety of decorative trimmings.

The greatest agitation in the accessory market at the present time appears to be in the line of electric light apparatus. There are lamps and lamps-reflector, cowl, head, tail, stop, spot, parking, dash, camp and trouble—and you get most of these when you buy a car. But the accessory men are always bringing out new models of each type.

Use of Reflectors.

Incidentally, many people are equipping their cars with red reflectors to serve as auxiliary trail lights.

Some lamps are powerful enough to flood your girl-friend's window, even if she lives on the nineteenth floor; others, small enough to fit on the vest pocket, are convenient when you have to stop in the middle of the night to inspect a spark-plug that isn't doing its duty. And you can get them with or without cord, fixed or movable, and with or without all kinds of special bulbs and lenses.

The excess of light has naturally called for deflectors and glare eliminators. The sun-visor, with which most cars are now equipped, takes care of the sunlight, but special accessories are needed to handle manmade beams. For this there are slanting wind-

shields, wings to be attached to the sides thereof, smoked-glass shields, green eye-shades to clamp over the windshield in front of the driver's seat, and goggles of all sizes and shapes.

Hand in hand with this development has been the metamorphosis of the horn—whether hand, electric or "air"—from a raucous warning-signal into a musical instrument. This will be indignantly denied by many harassed listeners, but it bears a modicum of truth. At any rate, if you don't like the sound of the horn on your car you can change it for one more suitable to your taste. Nor does the new-fangled tooter hide its talents under a bushel, or rather under the hood; it now sallies boldly forth at times in pairs—right out near the headlamps, and in one make at least, on the cross-bar in front of the radiator.

In this connexion it may be noted that the old-fashioned bulb horn operated by hand is coming back, and is especially popular among sporty gentlemen who drive yellow roadsters. These horns, often termed "foreign," have one, two, three or even four brass tubes or cornets from which resonant music is ejected. This music is described in one case as "distinct and sure," and in another as "a series of notes to form certain tunes." One imported horn has an elbow attachment for turning it in any direction, presumably in order to enable the driver to scare the right pedestrian. Some of the domestic horns have also gone fancy, one emitting a "powerful far-reaching warning," another "a smooth, stinging vibration" of remarkable volume and penetrating quality, and a third "a deep-throated warning, a cross between the low moan of an ocean liner fog-horn and the snort of an angry bull."

Extra Equipment.

As with the horn, you do not have to be content with any of the other equipment which the car brings, whether it be the gear-shift knobs, the trunk or its rack, the spare tyre and transmission locks, or the stepplate. You can exchange them at the accessory store for something near the heart's desire.

So, too, with radiator "neck" or cap. If you are an Elk or a Mason you can get the distinctive emblems of these orders; if you feel like a "Flying Eagle" or a "Speed Eagle" or perhaps a "Jumping Greyhound" you can get the ornament that best typifies your personality. This can be done also if you happen to be a "Dancing Girl," "Winged Nymph" or "Diving Venus."

If, however, you are none of these, but have a baby that you want to take out riding, the thing to get is a "child's auto chair." This folds very compactly when not in use, and when in use works curiously. It may for example, be slipped over the leg (it has some contrivance for the purpose), and the child placed in the seat where, it will have no chance of spilling anything. Or the frame of the chair may be pushed into the crease between the back and the seat cushions of the car, thus enabling the child to sit up high enough to look out of the window. There are other similar accessories—a cloth cradle to hang in the rear compartment, and a baby hammock with awnings and stands—designed to make motoring pleasanter for both children and parents.

While no accessory has yet been devised to curb back-seat driving, a number of them aim to make things cooler in the car. One of these is the side awning, a bit of fabric that not only keeps out the sun but makes the car look like a shore bungalow on wheels. Then there are the summer seat-covers, made of straw or some other light material; and then, again, pads for seats and backs, some of them so constructed as to allow a current of air to pass through.

For Winter Driving.

For winter driving a different set of accessories comes into play—foot robes and foot-muffs, steam and exhaust heaters, radiator shutters and covers, hood blankets, tyre chains and a host of chemical "anti-freeze" solutions.

In line with his desire to provide those little things which mean so much in the way of comfort, the accessory man has evolved a rubber covering for the steering wheel, a number of rattle eliminators and a great variety of clutch and brake pedal plates and pads. He even supplies a heel protector for the woman driver, designed to prevent scuffing, scratching or marring of the dainty feminine slipper when it touches the pedals.

Other accessories make their appeal to the motorist whose soul rebels against the drabness of things as they are. He can create the illusion of cruising in a yacht by putting on the sides of his vehicle miniature side lights, red for port, green for starboard. That order, incidentally, should be respected if the illusion is to be complete.

Again, should the aforesaid motorist think his licence-plate fasteners too utilitarian in aspect, he can replace them by little red and green buttons that glimmer like jewels in the light. Should he also incline to absent-mindedness, as persons of the type often do, he can counteract it by getting an oil tab—a small device, attachable to the oil indicator, with a bit of white space for writing down the mileage when fresh oil is put in.

For the car owner who prefers to do his own tinkering the accessory manufacturers have developed a number of mechanical aids, such as jacks, tyre, valve, spark-plug and radiator-solution testers; portable tyre-repair apparatus; rim tools, wrench sets, valve lifters and water and tyre pumps. To aid him in keeping the car spick and span he will find cleaning and polishing liquids, hair and wool brushes; rust removers; nickel shiners and a number of magical cloths—all of which will make his car look like new, if aided by a fond eye.

This account is not exhaustive, but merely indicates the extent and variety of the accessory business, an important industry—how important may be judged from the fact that last year the accessory market, including sales of parts for replacement, reached a wholesale value of \$9,920,000,000, with retail sales amounting to considerably over \$11,000,000,000.—N. Y. Times.

IN PERU.

It is reported that applicants for motor driving permits in Peru will undergo a complete psychophysical examination. A new laboratory is to be established in Lima with modern "scientific" instruments to make the required tests. Persons already driving cars will also be subjected to such examination once every six months to ascertain whether their original qualifications are maintained.

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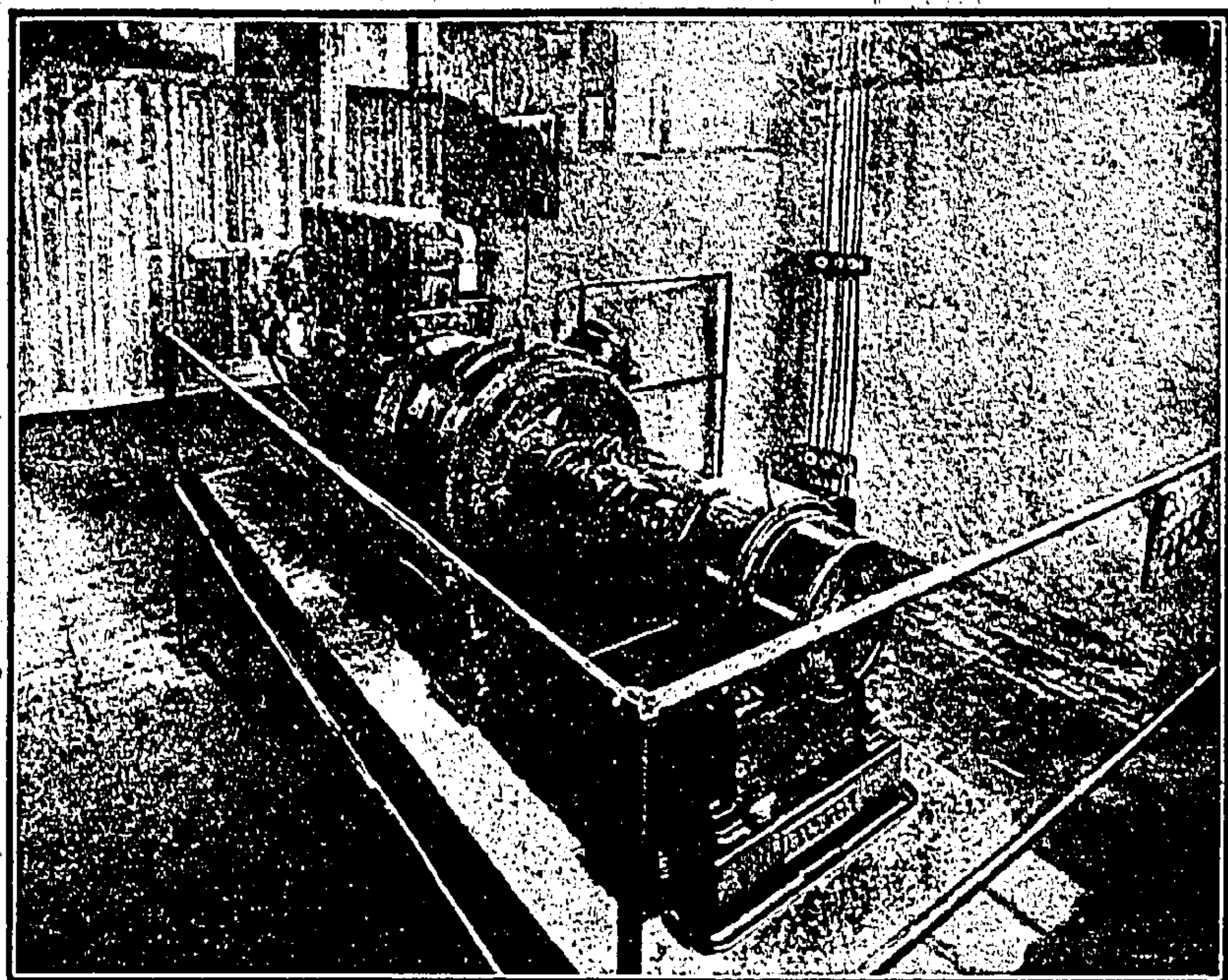
FIAT GARAGE,

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151, Praya East. Tel. 23557.

THE DEVELOPMENT OF THE DIESEL ENGINE.



We recently printed a description of a new high speed, full diesel, cold starting engine, which has been developed by the well-known English firm of Norris, Henry & Gardner, Ltd.

Our illustration in that issue showed a Passenger Bus and Road Roller, each fitted with engines of this type.

We have now had the opportunity of witnessing the starting up at the Cheung Chau Electric Co.'s Power Station of the first engine of this type to be installed in South China.

In this case the engine is of the 6-cylinder type, developing 57½ H.P. at 1000 r.p.m. and is directly coupled to a 3-phase alternator and exciter by the Lancashire Dynamo & Motor Co. The electrical output is 36 K.V.A. at 220 volts, a transformer being provided for stepping up the voltage to the line pressure of 2200 volts.

As shown in our illustration the set is very compact and takes up a minimum of floor space. The engine is started cold by hand on

crude oil with ease and certainty and consequently the usual complications of valves, compressors and air receivers are dispensed with.

Frankly, when we first inspected the engine we were sceptical of hand starting where such a large amount of inertia has to be overcome; but we found that the compression release gear fitted to the engine made starting—even from cold—easy and certain, and several gentlemen proved this by starting up themselves.

Messrs. Dodwell and Co., Ltd. supplied the machinery and supervised the installation. The engine has now been in operation some weeks with most favourable economical results, and the Cheung Chau Electric Co. are to be congratulated on their new set and on their foresight in appreciating the advantages of the High Speed Diesel for duties of this description.

The field for this type of set in China must be immense. The high engine revs make it ideal for direct coupling to Electric Genera-

tors, both A. C. and D. C. The high speed increases the generator efficiency, thus reducing engine fuel cost. In addition the size and, therefore, the price of the generator can be reduced for a given output. Finally, the reduced overall weight is a consideration for up-country stations where the machinery may have to be carried for long distances.

It is also ideal for many auxiliary purposes and particularly for motor boat propulsion in view of the ease of starting, entire absence of all such fittings as torches, compressed air, carburettors electrical gear, sparking plugs, etc.

As the engine starts and runs entirely on crude oil the risk of fire is reduced to a minimum and it would appear that there is also a large field on the Marine side for this engine.

It is necessary to add that the design and workmanship follows Gardner's usual high standard and we can best describe the finish as being immaculate.

SUCCESS!

CARACCIOLA DRIVING HIS SEVEN-LITRE MERCEDES-BENZ AT AN AVERAGE SPEED OF 85.88 MILES PER HOUR, WON THE

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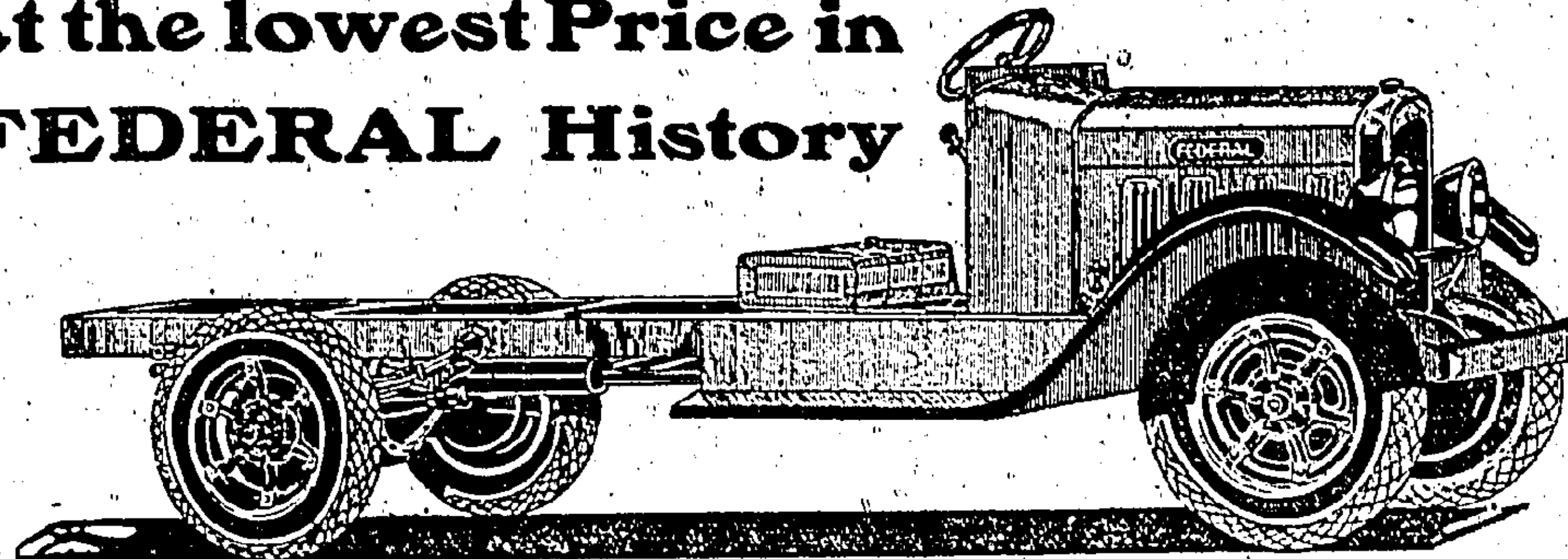
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... Low Operating Cost—Value Without Equal. NOW! Federal establishes an entirely new standard of truck VALUE and truck PERFORMANCE with the 1-1½ ton Model D. Model D provides MORE TRUCK for the money than you've ever believed possible. It insures more miles for less money... more actual, all-round truck service than has ever before been offered.

A TRUCK engine that delivers a smooth, ready flow of power at all speeds and under all loads... a full-floating rear axle, the only type that allows the satisfactory use of dual as well

as single tires... are but two of many features that stamp the 1-1½ ton Model D as emphatically ALL-TRUCK.

Rugged, powerful and beautiful... Model D combines the essentials of light, fast transportation with the endurance qualities of Federal's heavy duty models... it provides unusual economy, from every standpoint—low operating cost—low upkeep—long life.

Back of Model D... guaranteeing its performance, its endurance and its value... stands Federal's reputation, and its 20 years of experience in building trucks and trucks only.

OUTSTANDING FEATURES

Unusually sturdy chassis, weighing 3185 pounds.
Heavy 6' frame of 4" stock—extra heavy cross members.
Modern Truck engine—simple in design—economical in operation.
4-speed transmission, providing a wide range of power and speed.
Full floating rear axle, correctly designed for dual or single tires.

Large 4-wheel hydraulic internal expanding, fully enclosed brakes.
6.00/20 balloon front and 32" x 6" single rear to handle maximum loads at the lowest maintenance cost.
Two wheel base lengths, 131" and 151"—with variety of Federal-built cabs and bodies.

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FREE-WHEELING.

Experiments Carried
Out in U.S.

SAVING FUEL.

During the past few years free wheels have been tried to a considerable extent in England and on the Continent, but American engineers have taken very little interest in such mechanisms. Consequently, it is worthy of note that quite recently an ingenious form of free wheel has been developed by the L.G.S. Manufacturing Co., of Indianapolis. This concern has fitted up a Model A Ford with the mechanism in question and has been giving demonstration runs which have created considerable interest.

It has been stated in the American Press that these demonstrations have shown a fuel economy varying from 15 per cent. to 25 per cent. (due to coasting), exceptional ease of gear changing without the necessity for declutching, a reduction in the consumption of oil and the rate of formation of carbon, and an increase in the life of the engine.

There are two cylindrical parts fitting together to form a circular box, one being driven from the main gearshaft, while the other is positively connected to the propeller shaft. Within the box, and fitting closely against the interior surfaces, there is a closely wound coil spring ground externally so as to make good contact. At one end this spring is pegged to the driving member.

The normal direction of rotation of the engine is such as to tend to unwind the spring, which is thereby slightly expanded into very tight frictional contact with the surrounding casing, consequently transmitting the drive without any slip. If the throttle be closed while the car is in motion, however, the reversal of the drive contracts the spring and allows free wheeling to take place.

It is stated that the frictional effect is cumulative, so that quite a small spring is well able to transmit the drive without slipping. On the Ford car to which we have already referred, for example, the spring is only 2½ ins. in diameter, and is but 2 ins. long. Wear is slight as the device works in oil.

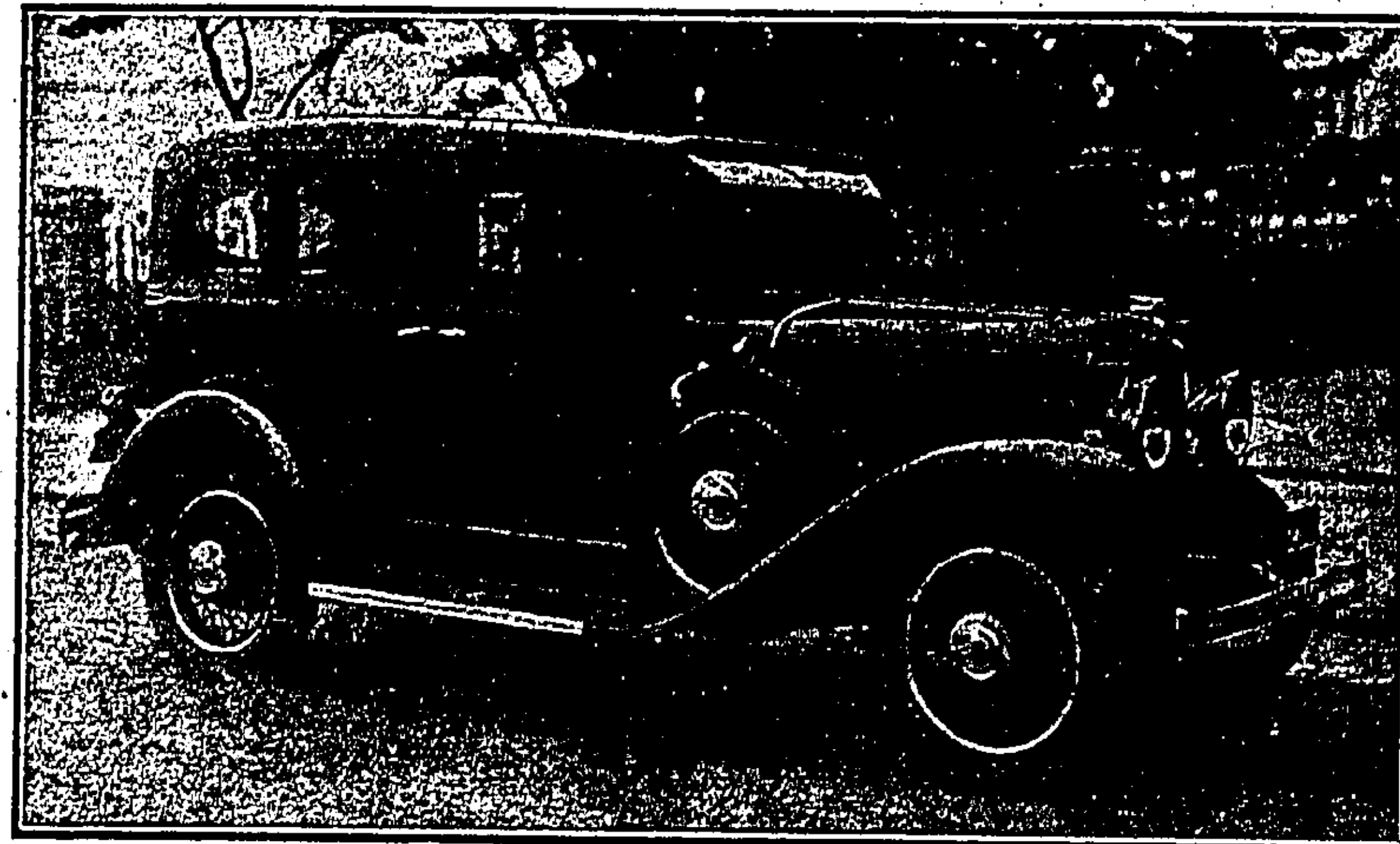
In order to provide for emergency conditions when it might be desirable that the car should be able to drive the engine (and also for reversing, incidentally) a locking lever is arranged to operate dogs—The "Motor."

THE "TOUGH GUY."

The "Tough Guy," a 100 per cent. product of the cities, who is so tough that when you look at him he wants to start a fight—

POWERFUL, Yes—

and with this power, big car
design that assures long life.



Many thousands of Pontiacs have been bought primarily on the spectacular performance of this luxurious car! Owners of costlier cars are amazed at the ease and speed with which Pontiacs pass them on steep hills and level stretches.

You'll find other powerful cars—you'll find other fast cars—but you'll find too that most of them lose their sparkling performance after 10,000 miles.

Pontiac's power is built into the engine to last! When many other cars begin to wear and need overhauling Pontiac is at its zenith—full of virile performance whether the throttle calls for speed or power. Its parts are made from finest quality big-car formula metals—fitted to fine, exact clearances—tested and proved.

If you are contemplating buying another big car—take a ride in the new Pontiac Big Six. You too will agree that you get big-car value at less cost to buy and maintain.

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the Tough Guy who talks out of that side of his face which isn't occupied by gum—flourishes on Sunday.

The automobile brought the Tough Guy into his glory. When he couldn't go roaring over the country he wasn't quite so tough, save in his own street and among him, he calms down and sputters the scene of possible action. But

friends, but now that he can break every known regulation of traffic and decency and get away with it by racing away from you, his vocal abilities have increased with his pugnaciousness.

The Tough Guy doesn't really want to fight. If you challenge him, he calms down and sputters the scene of possible action. But

he wants you to think he is ready to fight. If he flattens your fenders, "Where the hell do you think you're goin'?" is supposed to strike terror to your soul. If he cuts in front of you and you narrowly miss going over a bank or into a fence, the Tough Guy says unprintable things and departs rapidly.

TESTING FOR WHEEL WOBBLE.

Analysing the Causes and Effects.

AN INTERESTING INSTALLATION.

During recent years the most difficult problem with which manufacturers of motor cars have had to contend is without doubt, the phenomenon known as "wheel wobble." My recollection is that the first serious epidemic of wheel wobble began to show on cars some six or seven years ago writes Montague Tombs in the *Automotor*, at about the time when speeds had begun to go up, possibly as the result of the better control afforded by four wheel brakes, and when tyres were changed from the original high pressures to the lower pressures which since have undoubtedly proved beneficial for punctures and bursts have now become rarities on any save old cars. But wheel wobble as an ailment of the motor car is nothing new. I remember having seen cases of violent wobbles and flaps long before the War.

The Two Different Kinds.

There are, it seems, two kinds of wheel wobble—a low-speed wobble and a high-speed wobble. The low-speed phenomenon is usually set up by traversing a series of pot-holes, and does not matter very much. This occurrence is most likely to be due to incorrect adjustment or excessive wear in the steering gear. It follows, too, that a car that can produce a low-speed wobble will very likely possess a high-speed wobble of a considerable intensity. On the other hand, severe high-speed wobble may be encountered on new cars.

It seems that the great difficulty in dealing with high-speed wobble has been that the disease has had so many possible causes, and steps taken to cure it on one car have sometimes made it actually worse

on another. Personally, I began to think it must be caused by some obscure bacteria! At the time when the epidemic was at its height, people were rather free in blaming the makers of tyres, for they said that the softer tyre with its larger deflection encouraged wheel wobble to begin, whilst the addition to the unsprung weight of the front axle due to the front wheel brakes made it much worse.

Experimental Work by Tyre Makers.

In self-defence, therefore, the tyre makers themselves had to do a great deal of experimental work to find out what really was the cause of the bother, and much time and money have been spent by the Dunlop Rubber Company in carrying out research work. This has culminated in the installation of a special plant at Fort Dunlop, which enables any car suffering from wheel wobble to be tested safely under minute observation, so that definite data can be obtained on cause and effect.

Basically, the plant consists of a large hollow ramp on to which the motor car is driven. Within the ramp is a stout shaft carrying a pair of large-diameter plain drums, and this shaft is driven by a powerful electric motor controlled as to speed of revolution by a rheostat. The distance apart of the rollers can be adjusted to suit the track of any car. The vehicle is manoeuvred into position and secured so that the front of contact being carefully set so that it lies vertically beneath the centre of the hub, which provision is, of course, necessary in order to make sure that conditions on the road are correctly reproduced; if the point of contact were a little in advance or a little behind

the vertical centre line of the hub, an alteration automatically would have been made in the amount of caster action given by the inclined swivel pins of the front axle, which caster action, of course, has a quite considerable bearing on the behaviour of the vehicle's wheels during steering.

When the car is in position a spring-loaded pencil is attached to the centre of one of the front wheel hub caps. This pencil bears upon a sheet of paper stretched between two drums rotated at a definite speed by clockwork, so that the pencil draws upon the paper a record of the movement of the hub. A second pencil is operated from a speed indicator worked in conjunction with the electric motor, whereby another line is traced upon the paper, giving an indication of the equivalent road speed of the car at any moment during the test. A speed indicator attached to the electric motor shows the operators the equivalent speed of the car in miles an hour.

The Plant in Action.

In action the wheel wobble-testing plant is immensely interesting—even thrilling—to watch. The electric motor is started up, and the front wheels begin to revolve as the drums rotate. At first the wheels remain perfectly steadily in contact, and then, perhaps when 55-60 m.p.h. is reached, the tremor begins. It increases until it reaches a considerable violence, the wheels bouncing up and down clear of the drums, and rocking violently from side to side and around the steering pivots, so that the steering wheel of the car is kicking so vigorously that it cannot be held. The front springs flex and twist, and the frame of the car twists from end to end in the most extraordinary way, whilst the radiator and bonnet appear as if they were about to part company with one another and with the car. That is wheel wobble, a savage force which occurs for no apparent reason, and which appears to be well-nigh uncontrollable.

It must not be thought, of course, that wheel wobble will attack absolutely any car at any moment. Correct design in every detail and essential can prevent wheel wobble from ever occurring in any conditions other than extreme wear or complete lack of adjustment. It is, nevertheless, a chastening experience to see, as I have seen, a violent wheel wobble in full swing on this testing machine, produced by a particular car which I know has, when in normal condition, an eminently respectable character and no fly-away habits.

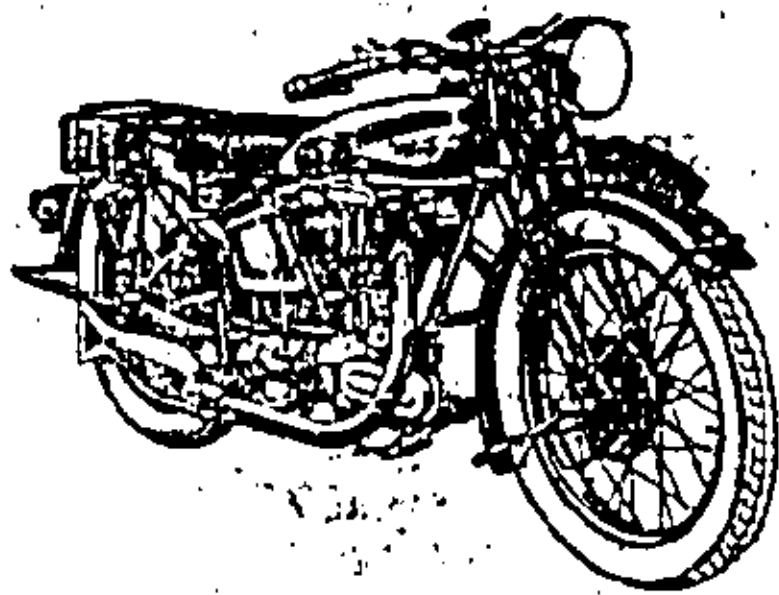
It is also rather uncanny to see a wheel wobble start up for apparently no reason whatever. In the past it was easy enough to believe that a wheel wobble might be caused by front wheels striking

a series of pot-holes or irregularities in the road surface, which set up some vibratory movement corresponding to the periodicity of some other element in the car's construction. The preconceived idea is badly shaken when a high-speed wheel wobble is seen to start on the equivalent of a perfectly smooth road surface.

Effect of Pressure and Absorbers. During my visit to the installation some interesting tests were made showing the influence of type pressures and of shock absorbers upon a wheel wobble in a car specially picked for the purpose. The first test was made with the tyres at a pressure of 30 lb. and with the shock absorbers slackened right off. A violent wheel wobble occurred at 55 m.p.h. Then the front shock absorbers were screwed up to their normal adjustment, and the test was repeated. The wheel wobble took place again at 55 m.p.h., but its intensity was reduced to the point where it was no longer vicious, but merely unpleasant.

After that the tyres were pumped up to a higher pressure, 40 lb. to the square inch. This had the effect of raising very considerably the speed at which the wheel wobble took place. Previously, the critical speed was 55 m.p.h.; it was now raised to 67 m.p.h.; and, to my surprise, when it did come at 67 m.p.h., it was a great deal more severe than it had been with the lower tyre pressure at 55 m.p.h. The lesson from this is that hard tyres will cure a wheel wobble; they will only cause it to take place at a higher speed, and the harder the tyres the greater the violence when the wobble comes.

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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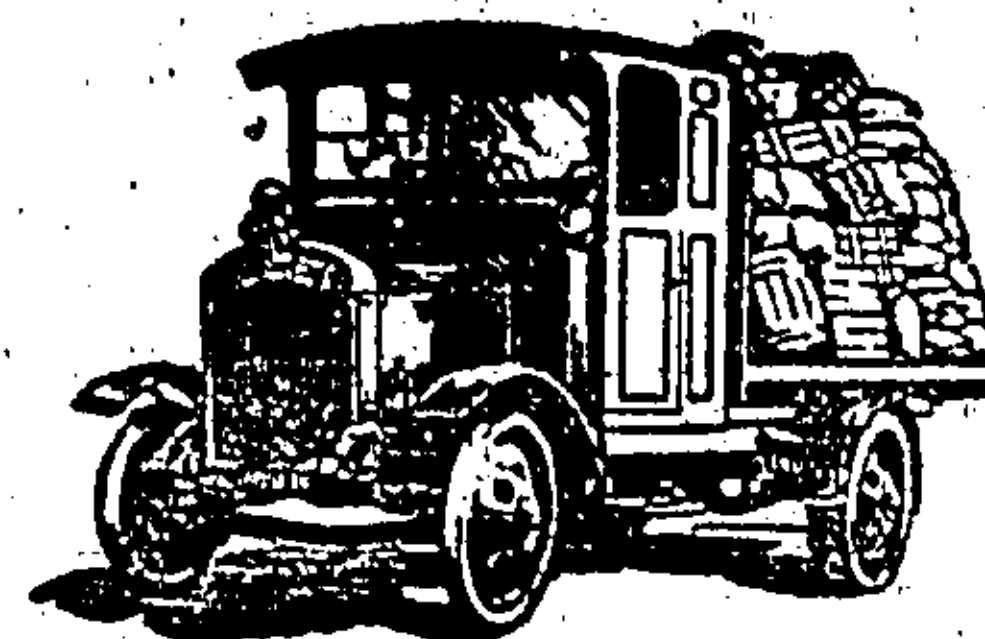
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On March 10, 1930, Cecil Hawley, Director of Texaco National Road Reports, left New York for Los Angeles in a stock model Buick Roadster. He was back in New York March 26 after travelling 10,243 miles in a total elapsed time of 16 days 13 hours and 36 minutes. Every precaution was taken to observe all traffic rules and regulations. An average speed of 29.35 miles per hour was maintained. This was a business trip, testing the qualities of current model Buicks and the new Texaco Motor Oil. No attempt whatever was made to establish a record.

Five months later, Mr. Hawley again left New York on a round trip dash to Los Angeles (California) and return to New York. This time Mr. Hawley was driving a stock model 118 wheelbase Buick Coupe. Hawley's total time from New York to Los Angeles and return was five days, 21 hours and 44 minutes. This record is more than 17 hours faster than the swiftest Transcontinental Trains. The previous record held by Cannonball Baker, the famous

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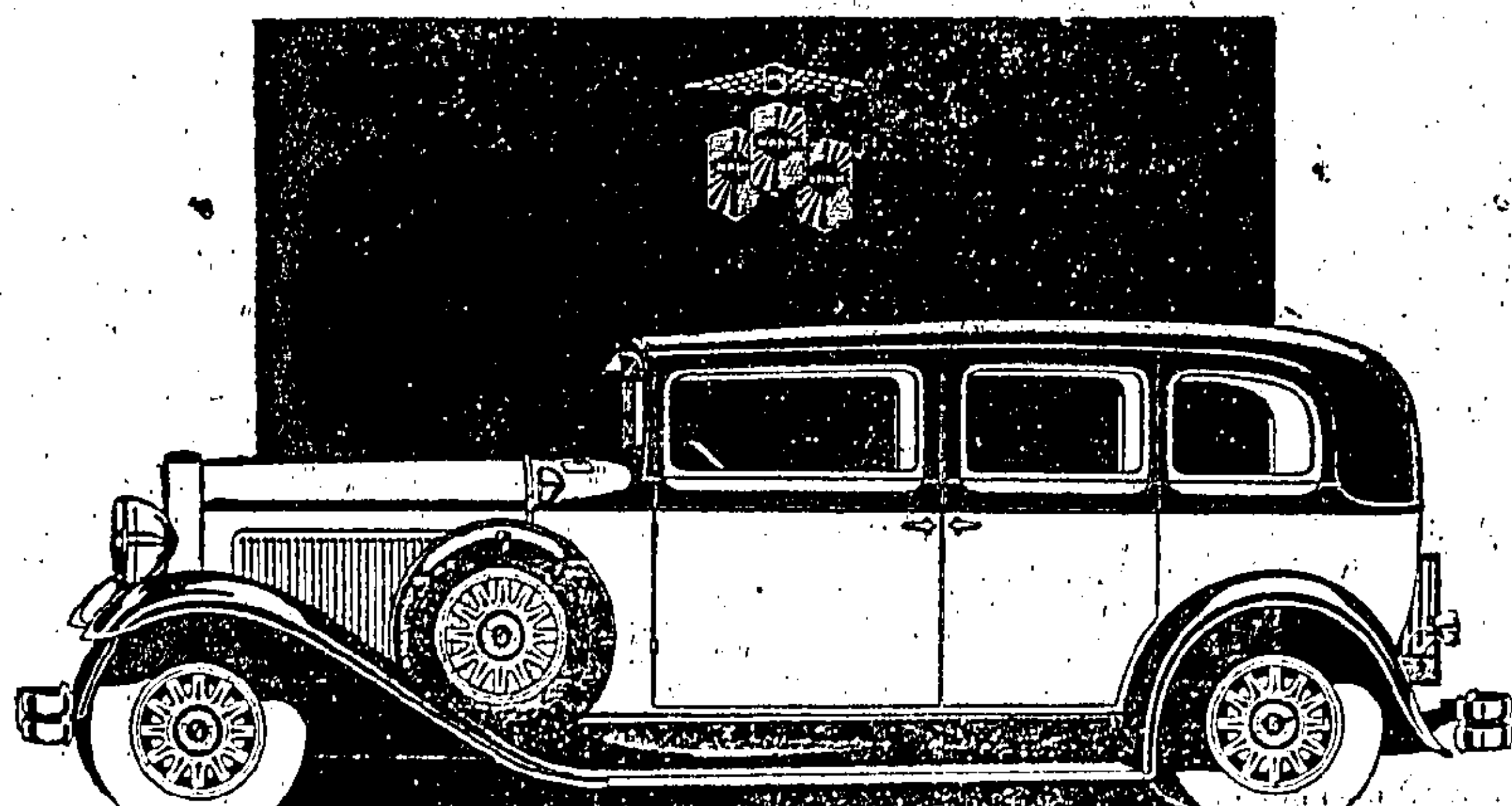
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We cordially invite you to view the Nash features which prove this statement.

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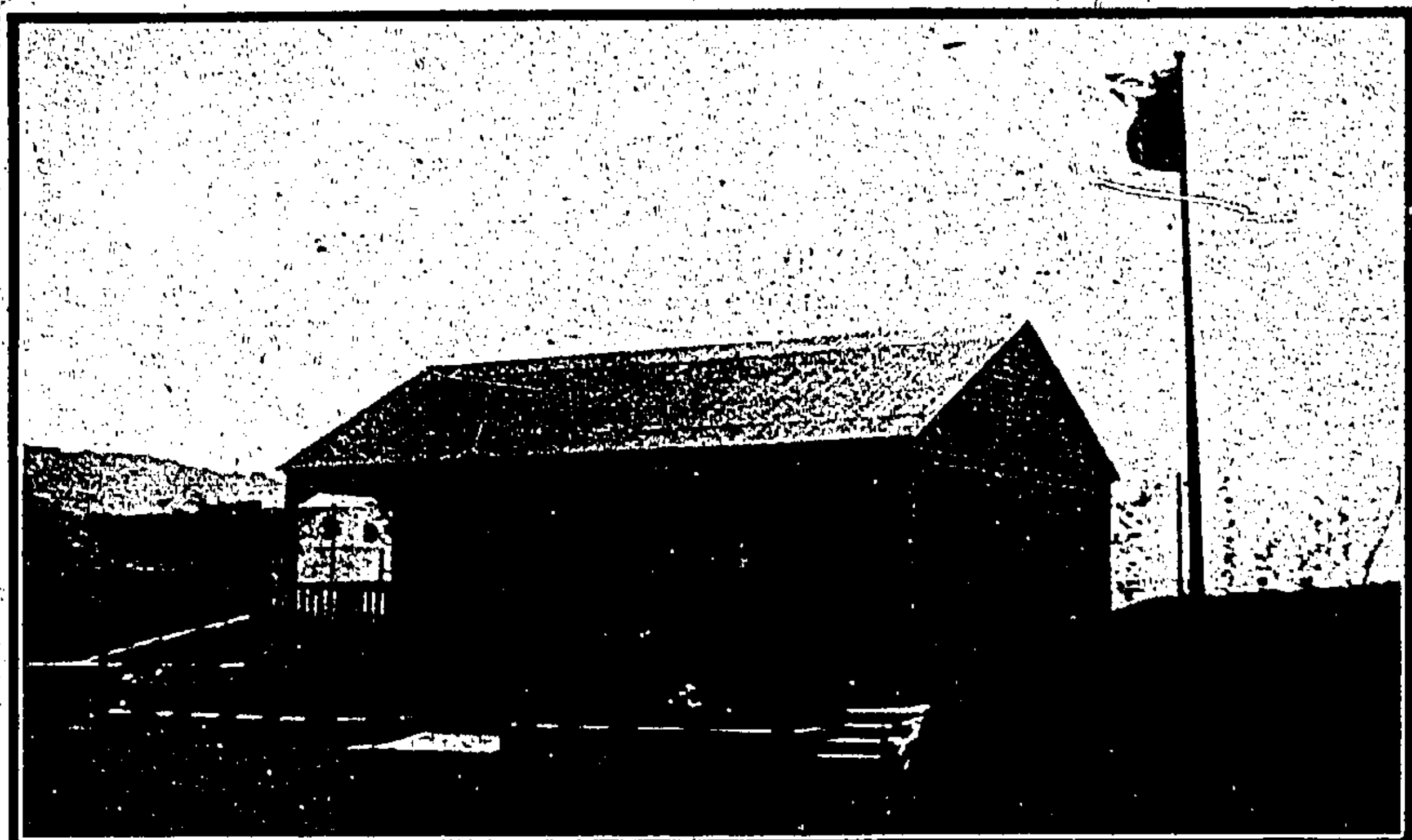
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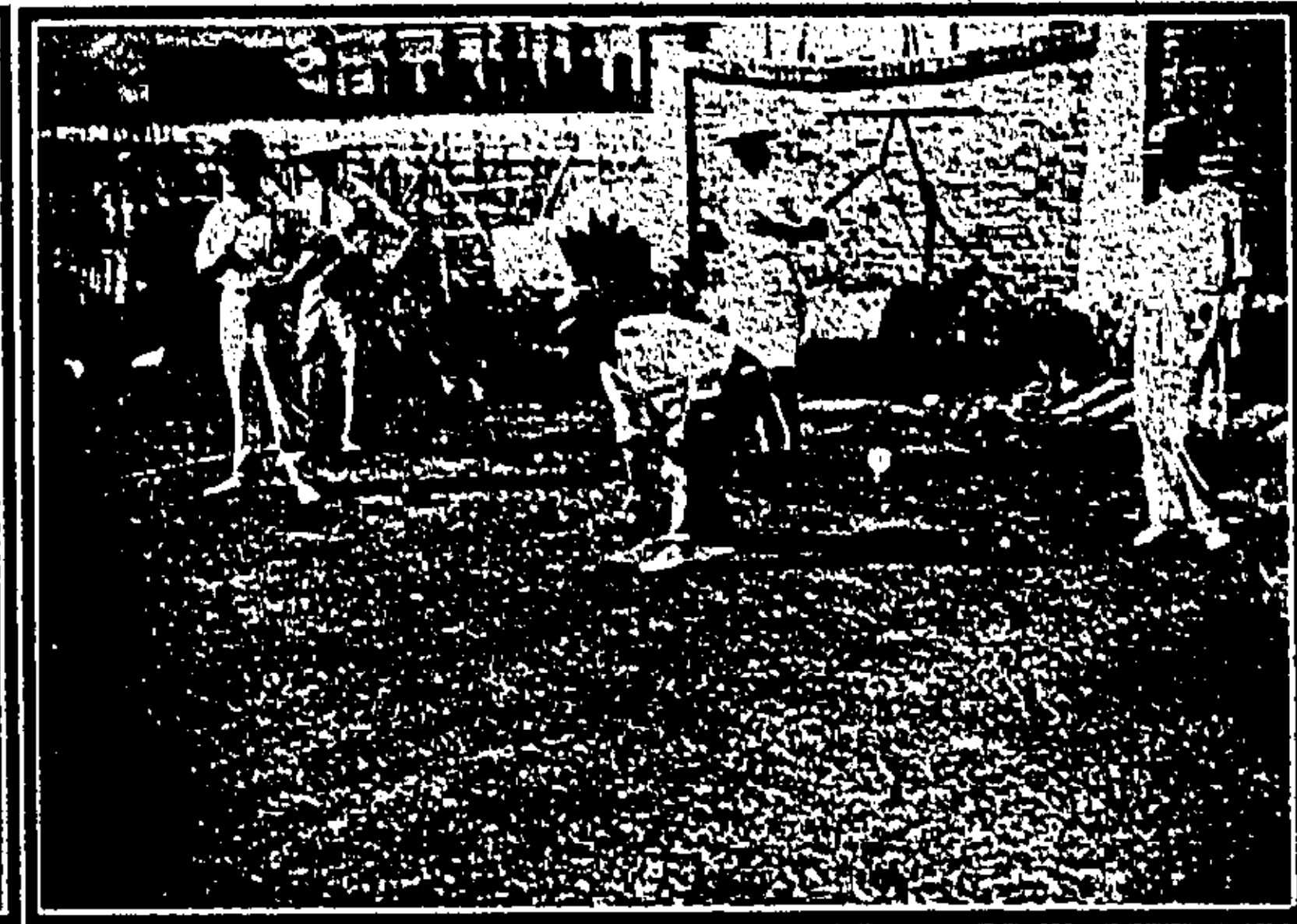
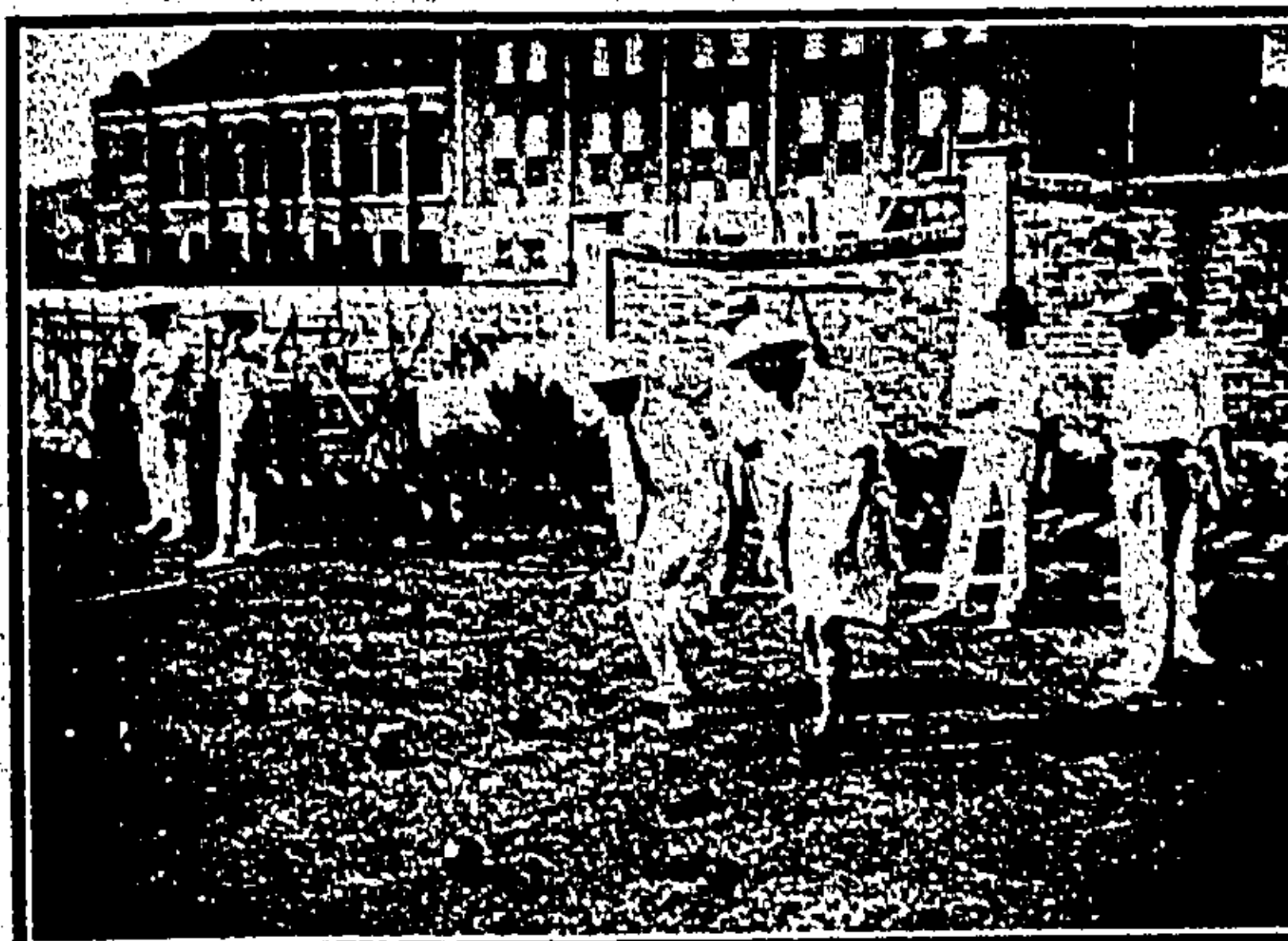
"SIX" 70-horsepower 114-inch wheelbase

Only by actually seeing and driving the new "Six" can you know how impressively it interprets the spirit of these tremendous times.

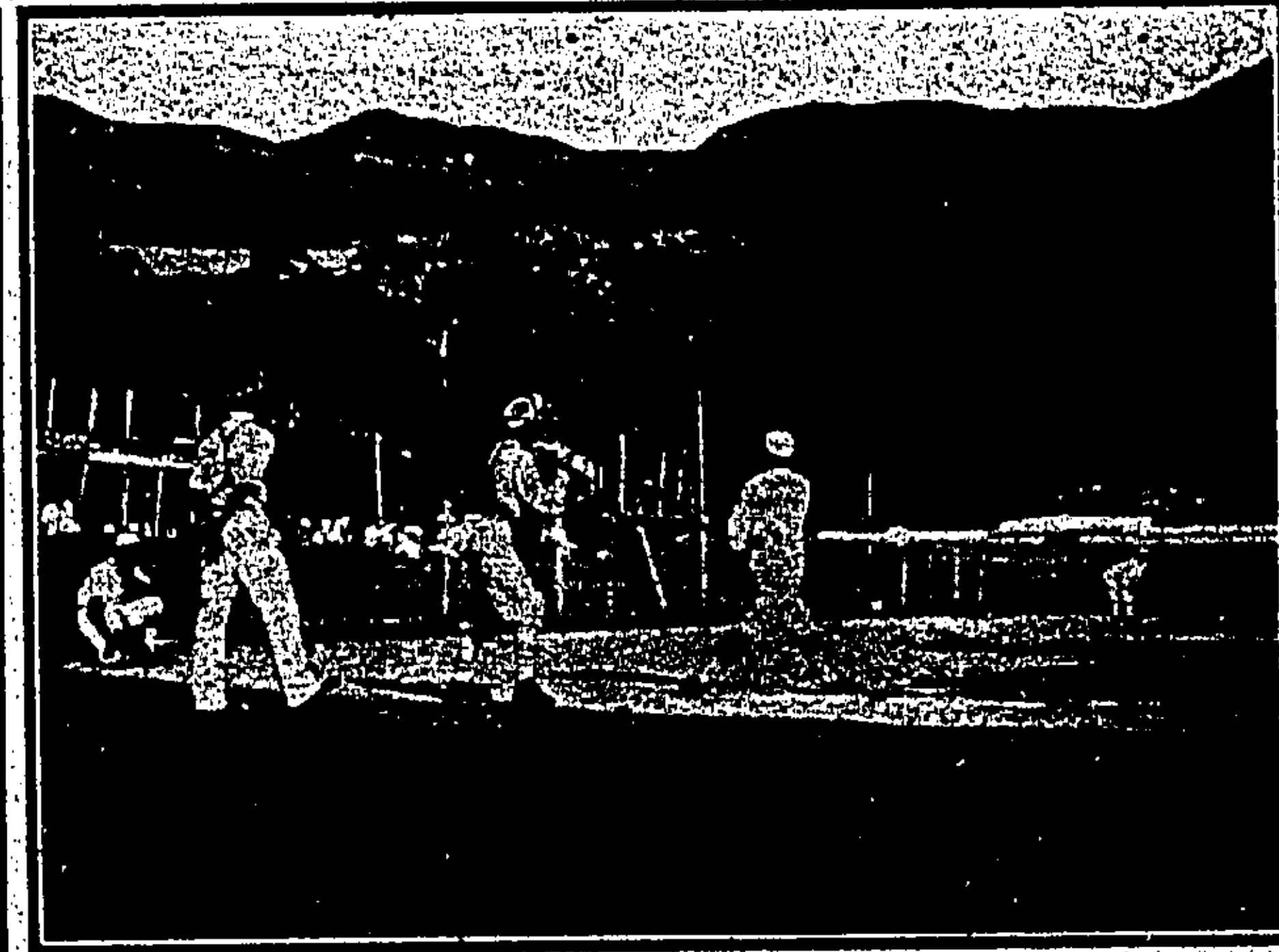
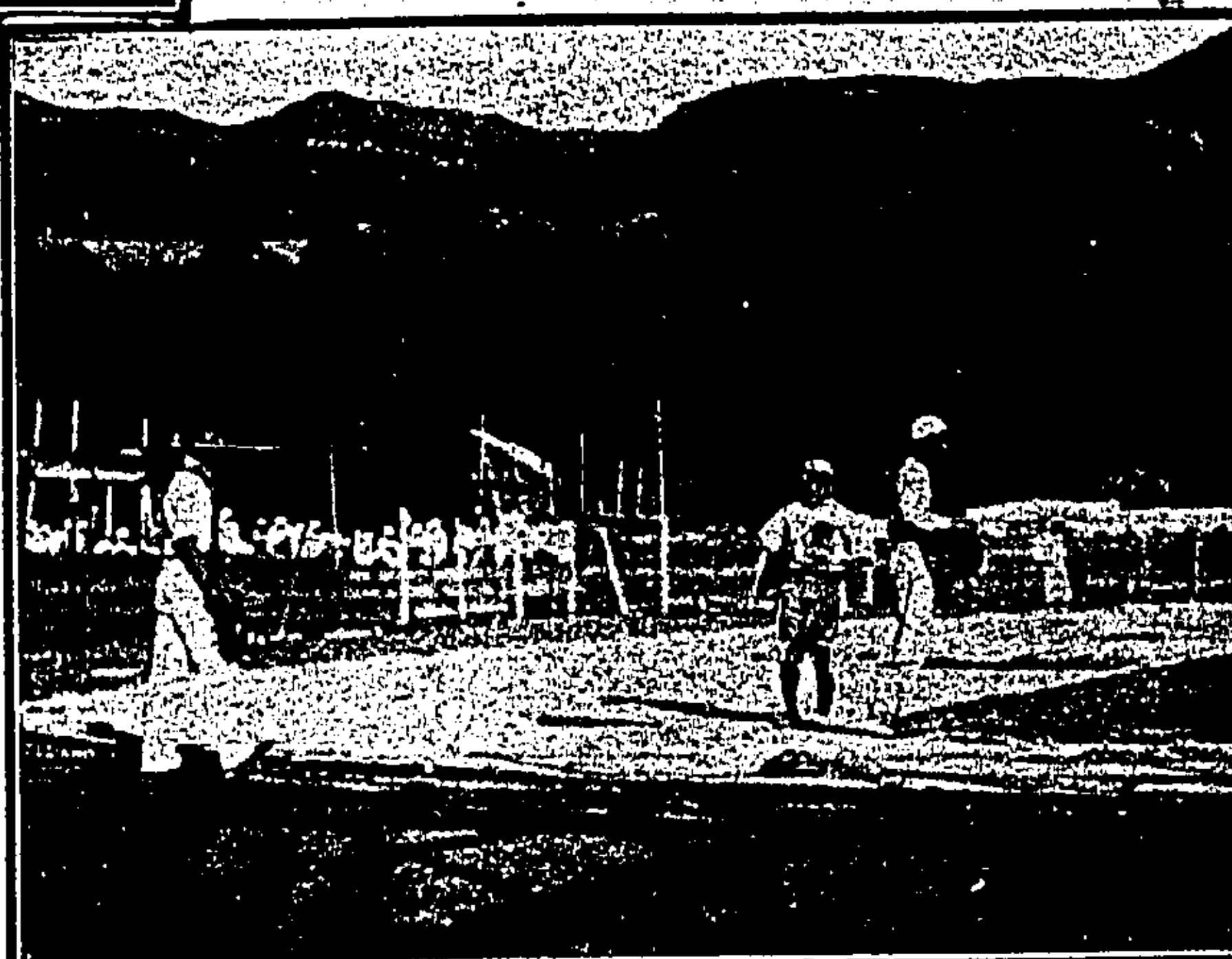
HONGKONG HOTEL GARAGE.
25, Queen's Road Central. and at STUBB'S RD.



This is the new Clubhouse of the Kowloon British School Former Pupils' Association, which is shortly to be officially opened. It is situated at King's Park where the Association has its recreation grounds.



The Royal Hongkong Yacht Club's bowling team were at home to Taikee in a friendly match last Saturday, the home side registering an excellent performance by winning by twelve shots. Above are some snapshots of the game. (Photos: Lee Fong Studio).



The Japanese baseballers met Texas in a League match at Caroline Hill on Saturday, securing a fairly easy victory by 11 runs to 5. Some action pictures of the game are shown above. (Photos: Lee Fong Studio).



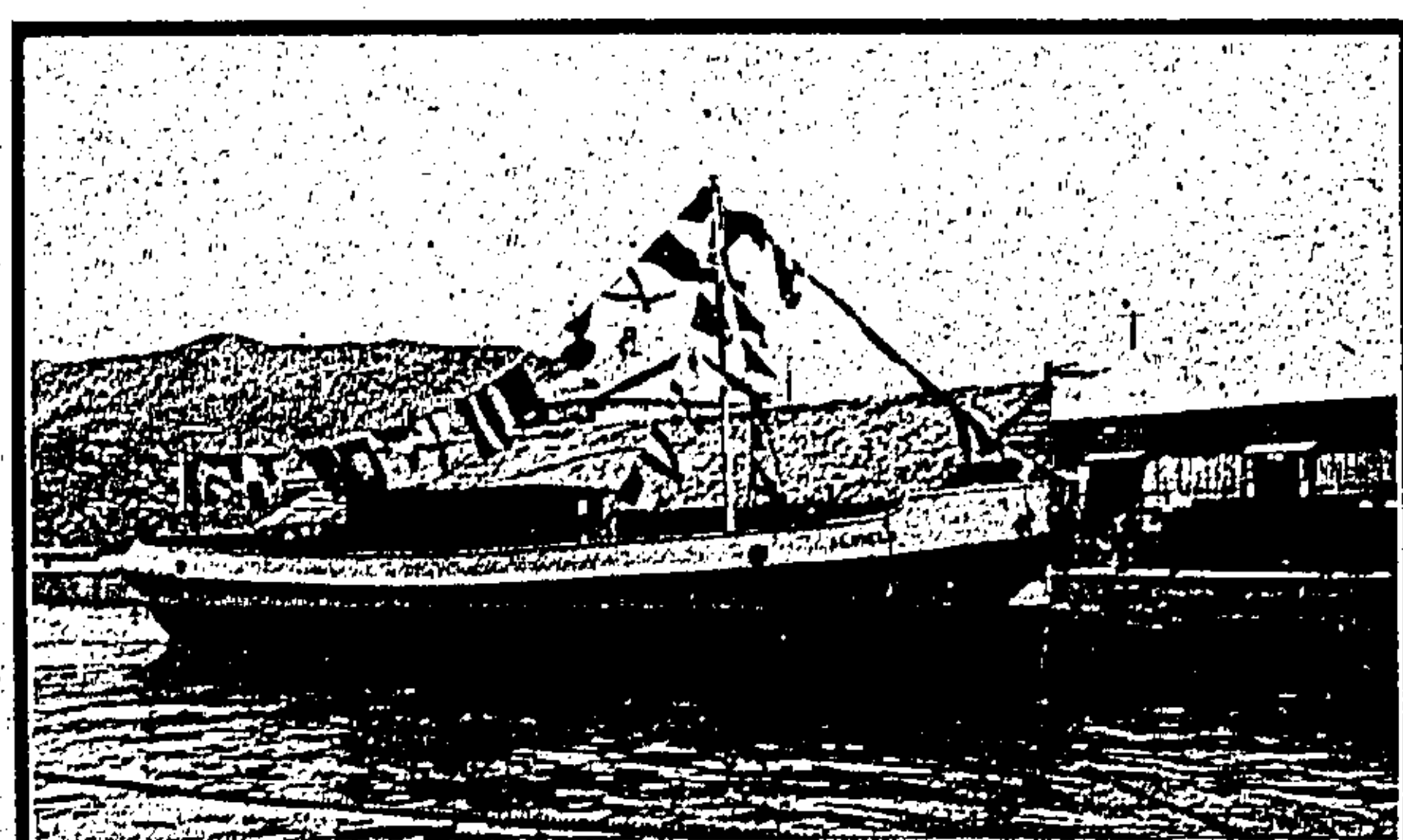
Visiting the Civil Service greens on Saturday, Craigengower continued their victorious career, winning by the substantial margin of 69 shots to 44. Above are snapshots of the game in progress. (Photo: Lee Fong Studio).



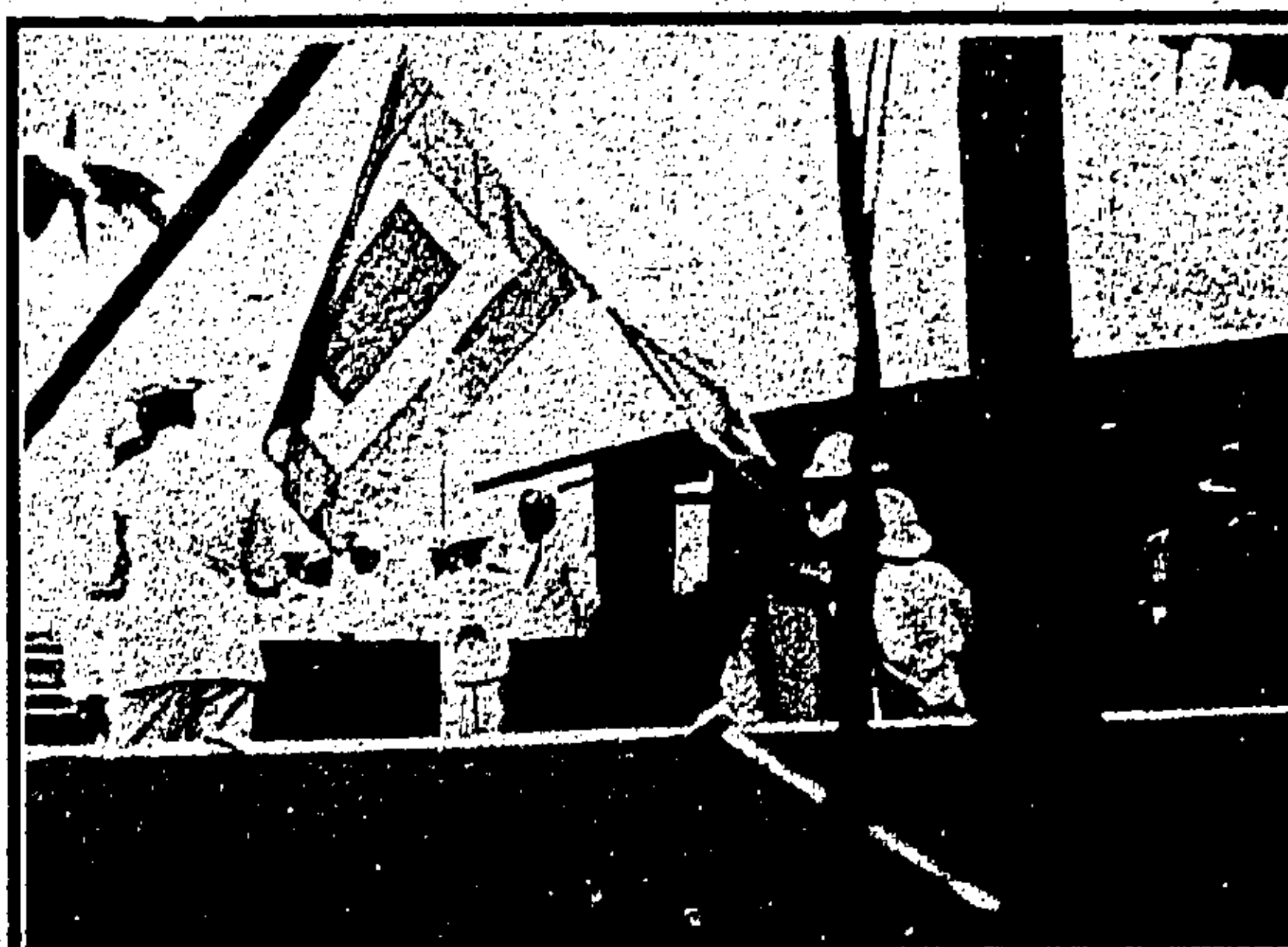
Here is another picture of the baseball match in which South China secured a big victory over the Filipinos on Saturday. (Photo: Lee Fong Studio).



Here are two good snapshots of the baseball game in progress on Sunday in which South China romped home in their match against the Filipinos. (Photos: Lee Fong Studio).



This picture shows the 250-ton motor-driven steel water barge which was launched from the Macao Naval Dockyard last week. It was taken just after the launching ceremony.



His Excellency the Governor of Macao is seen in centre of picture aboard the "Alviela," the new water barge which was recently launched in the Portuguese Colony.

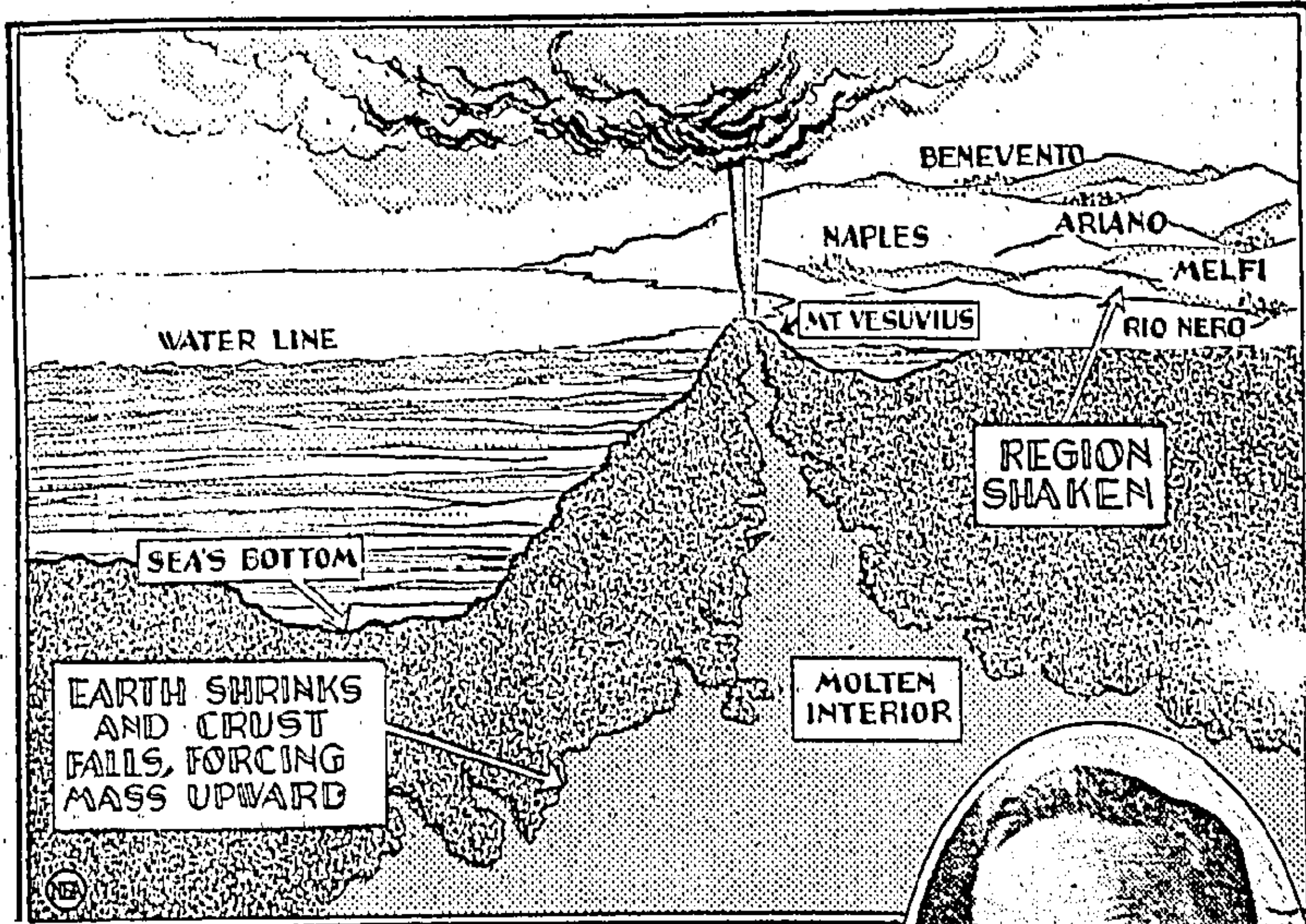


Bishops present at the consecration of Mgr. Paulin Albouy, Bishop of Cidyesus, Vicar Apostolic of Nanning, at the French Mission, Pokfulam. Left to right: Mgr. Walsh, Vicar Apostolic of Kongmoon; Mgr. Valtorta, Vicar Apostolic of Hongkong; Mgr. Albouy; Mgr. Deswazieres, Bishop of Maximiana and Superior of the French Mission, Pokfulam; Mgr. Dumond, Vicar Apostolic of Kanchow; and Mgr. Canazel, Bishop-Elect of Shichow. (Photo: Ming Yuen Studio).



Group taken at the consecration of the Vicar Apostolic of Nanning. In the front row, from left to right, are seen General Gaston Wong, M. Dufaur de la Prade (French Consul in Hongkong), Bishop Walsh, Bishop Deswazieres, Bishop Albouy, Bishop Valtorta, the captain of the French gunboat "Argus," Bishop Dumond, and an officer of the "Argus." (Photo: Ming Yuen Studio).

30,000 EARTHQUAKES YEARLY. GREAT MAJORITY ARE VERY SLIGHT.



The cause of Italy's recent great earthquake is shown in this striking diagram which reveals how the restless underground forces of nature work in both kinds of subterranean disturbances—volcanic and tectonic. In the volcanic kind, occurring in Italy because of the presence of Vesuvius and other volcanoes, the disturbance is limited in area because the forces find an outlet through the volcano. The cause of this disturbance is the same as that of the tectonic quake—shrinkage of the earth, shifting of the masses underground, and consequent pressure of these hot masses upward and out. But the tectonic quake has no easy outlet, like the volcanic, and therefore causes a much greater disturbance and over a wider area when it does force itself through. At right is Father F. L. Odenbach of John Carroll University of Cleveland, one of America's greatest seismologists.

Once every 17 minutes—which means 30,000 times in the course of a year—old Mother Earth shakes or shudders and there is an earthquake somewhere in the world.

Most of these seismic disturbances, of course, are slight; many of them are never noted except on the delicate recording instruments of scientists; some deal widespread death and destruction, and others may occur harmlessly far under the surface of the sea.

For no man really stands on "solid ground"; far below the surface the restless forces of nature that brought the planet into being aeons ago are still at work. Occasionally, an extremely violent shudder occurs beneath a densely populated community, as has just been the case in Italy, and then we have a major disaster with widespread death and destruction.

Two Kinds of Quakes. There are two kinds of earthquakes, according to Father F. L. Odenbach of John Carroll University, Cleveland, one of the world's most noted seismologists.

"These two types are volcanic and tectonic," explains Father Odenbach. "These of volcanic origin are limited in extent. Tectonic earthquakes are caused by shrinkage of the earth with accompanying displacements of huge masses."

Geologists, he says, once thought the centre of the earth was a fluid mass. Now they believe that it is solid, though they admit that this solid interior may, under terrific heat and pressure, become sufficiently plastic to flow like wax.

Volcanoes cause Italy's. "Italy's volcanoes are responsible for her many earthquakes," says Father Odenbach. "Many theories have been advanced for the

cause of a volcanic eruption and accompanying tremors of the earth. It was believed at one time that seepage of water into the molten interior created steam that caused the periodic upheavals. Explosion of gases also is blamed for eruptions.

"But many now think the most probable cause is that the earth shrinks, causing the crust to collapse, and pressure of the crust on the molten interior forces it upward through the volcano's crater. This terrific churning beneath the surface causes the tremors and destruction."

"Of course, Italy could be rocked by a tectonic quake, but most of its disturbances are of volcanic origin. After a volcano starts erupting, its action causes further disturbance below the surface."

History of volcanic eruption in Italy begins with a vague record of one supposed to have occurred some 1,500 years before the Christian era. Vesuvius, most celebrated of Italian volcanoes, was built up from the floor of the Mediterranean by prehistoric eruptions as was the surrounding land. Its first outburst recorded in history was in 79 A. D., when the cities of Pompeii and Herculaneum were destroyed.

Whole Island Exploded. "One of the greatest volcanic outbursts in many years was the explosion of the volcanic island of Krakatau in the East Indies in 1883," Father Odenbach said. "So completely did this eruption blow up the island that it was completely submerged into the sea. The island is now reported to be re-appearing."

This outburst is said to have lashed the ocean into waves 100 feet high, inundating neighbouring coasts and drowning thou-

sands of persons. And yet, as an earthquake, the disturbance was mild, a more or less local affair caused by pressure of gases within the volcano and was recorded only by nearby instruments. This is true of practically all volcanic earthquakes.

"The other kind of earthquake, more powerful and far-reaching in its vibrations, is called the tectonic quake," the scientist said. "These are caused by slipping masses along regions of weakness sometimes called fractures in the crustal rocks, and the break may be far below the surface. The most destructive quakes are tectonic."

North America Shaken. "Such an earthquake was that of 1661, which violently shook much of North America. Old records tell us how forest trails were shifted so far that Indians lost their way. Mud flowed in the St. Lawrence river and nauseating gases, evidently from far underground, caused fish to leap from the murky river."

Some quakes move up and down. Others have a rolling motion, while still others give a tremendous jerk.

The horizontal movement along the surface may be considerable. A court suit once resulted from an earthquake which shifted a fence between two properties.

The Charleston, S. C., disaster in 1886 was of the rolling kind, billowing along like an ocean of earth with the waves two feet high from trough to crest.

There are several regions where earthquakes are most likely to occur. These include Japan, Mexico, Asia Minor, Sicily, the Aleutian Islands and the Pacific ocean. In many instances, volcanic proximity is responsible.

JUDGE AND COCKTAILS.

Mr. Justice Hill Professes Ignorance.

Because he declared himself virginal in his ignorance of cocktails, Mr. Justice Hill of the English High Court of Justice woke up the other morning and found himself famous in the headlines on the front pages of all the London papers.

For in the British metropolis, of all the symptoms of so-called Americanization, the growth of the cocktail habit has been the most welcome to an army of people who like their drink. As a matter of fact, this applies to almost all of Europe. "Le cocktail" has made its way everywhere.

Never even saw one. None of this, however, for Mr. Justice Hill. He presides over the Divorce, Probate and Admiralty Division of the High Court and the other day in a divorce case mention was made that the woman defendant supplied beaucoup cocktails to her men guests.

"I am ignorant about cocktails," said the judge. "I am an old duffer and know nothing about modern habits. Nobody has ever had a cocktail in my house and nobody ever will, and I never went to any place where people consumed cocktails."

For years he has been known among lawyers for his obiter dicta, many of which are funny, even being irreverent at the expense of the law makers in Parliament.

Not long ago he said: "I know nothing about motor cars. My only acquaintance with them is in dodging them when I am walking home or crossing the road."

In a fiercely contested suit about the meaning of a will, he paralyzed the legal fraternity by saying: "Of all the foolish ways of wasting money, litigation in connexion with a will is the worst. The lawyers all get the best of it and the most of it."

He has never quite echoed the famous saying—"The law is an ass." But he has come very near to it. He is a strong advocate that common sense should be exercised in recasting the very rigid divorce laws of Great Britain.

Said he: "We must shuffle along, as it is the law. There are so many things in the divorce law that I should like to see altered by Parliament, but I despair of Parliament ever doing anything. The administration of justice is exceedingly difficult, owing to the state of the law, not only in this respect, but in many others. At present there is a bundle of detached rules and scraps of legis-

lation, all inconsistent one with another and you get no principle out of it."

Again, speaking on the same subject, he said:

"They started with an ecclesiastical garment and then by legislation in a wholly scrappy way it was turned into a patch work. Some of the patches were big and some small and they have all been put in without any reference to any consistent pattern."

He is notorious for his common sense. Counsel in a divorce case was making much of the testimony that a co-respondent was heard to call the wife of another man by endearing terms.

"Oh, interrupted Justice Hill, 'most people nowadays call one



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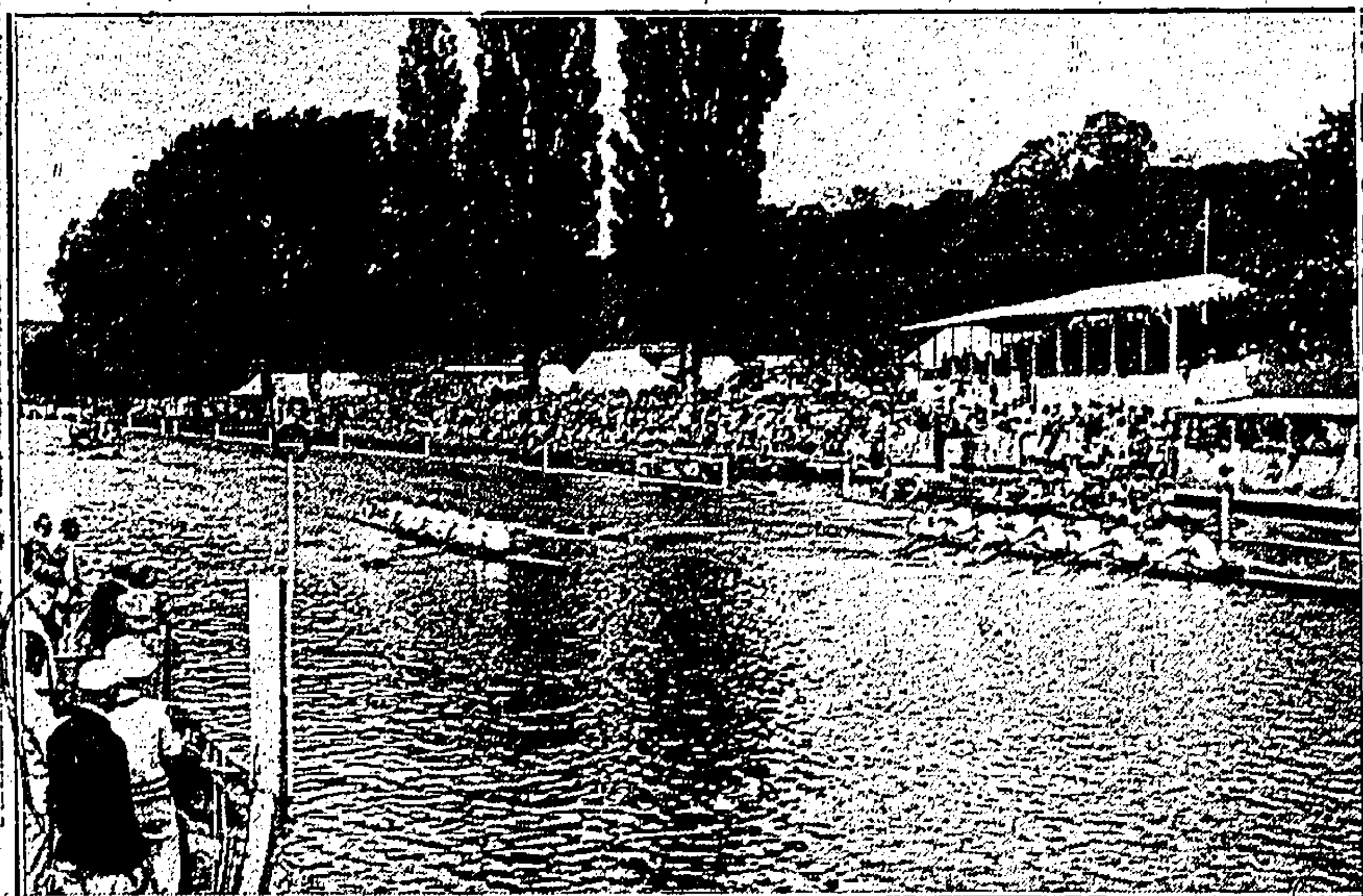
(A.P.A. 3)

R.100 OVER LIVERPOOL ON CANADA TRIP.



Our picture shows the R.100 passing over Liverpool on her way to Canada under the command of Squadron-Leader R. S. Booth. Her arrival at St. Hubert, Montreal, the Canadian air-port was delayed for some hours owing to trouble with the fabric on one of the fins, but temporary repairs were effected after speed had been reduced. (Times copyright.)

AT HENLEY ROYAL REGATTA.



The Royal Henley Regatta was favoured with fine weather, and many interesting races were seen by a large crowd of people. Our picture illustrates the gay scene at the finishing post at Henley. Eton College are seen beating Bedford School by half a length after a hard race in the Ladies' Challenge Plate. There were 20 entries for the Plate, the same number as last year. (Times copyright.)

Rich Fall Fabrics — New Long Lines

Everything from stark simplicity
to tricky intricacy is found in
these first fashions for autumn

by Julia



I. this short-jacketed, russet-colored suit of French tweed by Mary Walls is worn with one of her own brown velour hats and brown slippers from Delman.



II. Molynaux chooses feather trimming for this hyacinth blue chiffon tea gown which is made with a flounced overblouse and long sleeves.



III. green and gold opera pumps by Delman increase the charm of Patou's green tissue evening gown, imported by Mary Walls.



IV. for the cloth frock, Mary Walls presents this salt and pepper wool etamine which has a bolero. . . . Delman designs the one-strap black slippers.



V. a tan homespun suit and brown velour hat by Mary Walls and brown shoes by Delman compose this fall ensemble.

a new way to get fullness. It has its own belt and its tan shirt of fine silk broadcloth tucks into the skirt.
With this suit, a vagabondish velour hat, with simple banding, and a pair of modish two-eyelot oxfords in brown suede, with calf trim, are good accessories.

II. YOU may still prefer tailored perfection for your office or your school and yet like to be 100 per cent feminine in the attire for your leisure, lounging moments.
You are right in style if you do. Many women still prefer the tea gown to the pajama suit. Here is a beauty, a hyacinth blue chiffon which has a flounced overblouse, worn over a princess slip finished off with a deep circular flounce of the chiffon.
It has bow ties in the front and the wide, long sleeves are trimmed with feathers, in a shade deeper than the hyacinth blue of the chiffon.

III. FOR evening this autumn, shimmering, richly brocaded and metallic striped materials make the loveliest gowns.
Quite the tone and color of summer moonlight on water is a green tissue evening gown, almost silver in its soft color, that has an entirely new cut. The material is threaded with gold. There is a definite flounce, deep, from the hips down, with a squarish train in the back. The bodice is cut rather formally low, and has a pointed back treatment that looks like a low bolero. The front is simple, with a rather round décolletage. There is a little belt under the back and extending across the front.
For this evening gown, a pair of gold and green opera pumps, with gold bandings and rhinestone buckles, is made of the new pompadour brocade. The color richness and the material both are perfect for this type of gown.

IV. THE cloth frock is one of the outstanding fall highlights of style. Even before you don your suit, you will need a cloth dress. You can have just about any kind you want, any color, any material, made with or without fur, with or without lingerie touches.
Among the newer ones, the bolero effect is excellent. It is especially good for you, if you are a little person, and if you are young. For it has a youthful character to it.
New and smart is a salt and pepper wool etamine frock. It follows the body lines, adds a bolero and takes on chic by the addition of silk pique collar and cuffs. It is eminently practical for office wear, school or the street. The kind of utility frock that is admirable because it has grace and beauty. One-strap shoes are fitting accessories.

V. IF you are young and pretty, don't get too elaborate a suit. Stick to a richly simple one, one in good color, one that shows up your youth and freshness and does not in itself catch the eye the minute you see it.
Such a one is a tan tweed, a charming suit for the first frosty days. It is homespun, with the border of the material used for trimming. The skirt has a yoke, and a gored portion below the yoke which has pleats both front and back, to give plenty of easy width for walking.
There is a crepe blouse, in a soft green, a tone that has a rich creamy cast to it that blends with the homespun suit and at the same time contrasts nicely. It has much handwork on it, fine tucks and fagoting. Collar and cuffs have jabots.
The coat to this suit can be belted snugly, with the bodice portion bloused, or if you are slender and well formed, you can just fasten the belt easily and have a more sporty model of it. The pockets and the collar have suggestions of trim in the way of stripes and bowknots of the material's border.

THE secret of chic this autumn lies in your understanding the companionate union formed by rich fabrics and the new lines.
Don't plunge into frills and furbelows, the way a duck takes to water. Perhaps you don't wear tunics, ruffles, tiers and scallops well. Look about you. Realize that restraint and suitability are two apt helpers in this business of achieving perfect dressing.
Intricacy of detail is on every hand. But some of the smartest things still have classic simplicity. If you are a stunning, trig person, one who earns her own living and knows the value of being well groomed as an asset to efficiency, look up this type of costume. The less there is on a dress, the less there is to get out of gear.

FOLLOW natural lines, when you can. The gently curved silhouette is the gracious one. Have your things long, that is an important new feature.
Just above and just below your waistline are points of fashion interest. Boleros, peplums and yoked effects take care of this matter on many of your new things.
Fabrics are rich and luxurious for autumn. Coats have multitudinous expression in everything from tweeds to deep pile, dull-surfaced material not unlike a combination of duvetyne and camel hair.
You should choose deep colors unless you are planning an extravagant wardrobe that can include many off-tones of this or that that no one else will have. There is much contrast to tempt your taste, dark frocks with light tops, light coats with dark trimmings.
You can have a fall suit and suit your fancy in getting it, too. The longer jacket is preferred or you may have a real seven-eighths coat, with a frock or with a skirt and blouses under it.

I. FOR you, if you are a little more mature, if you occupy a position of dignity in your work, there is a short-jacketed suit of French tweed that is the color that many leaves turn when frost hits them, soft rust red. It has much brown in its tone, uses brown buttons to fasten its double-breasted jacket and a brown velour hat.
Note the longer skirt and the slightly longer jacket. The skirt has a paneled front and back, with pleats at either side.

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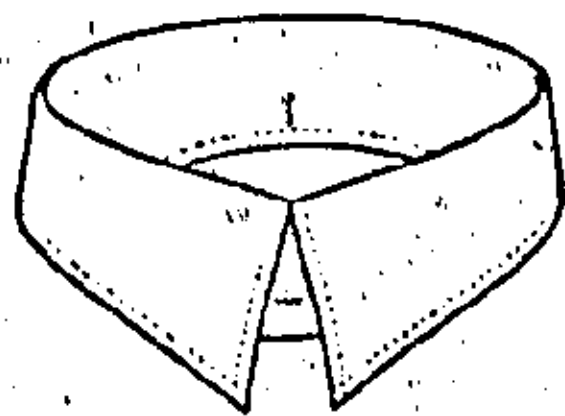
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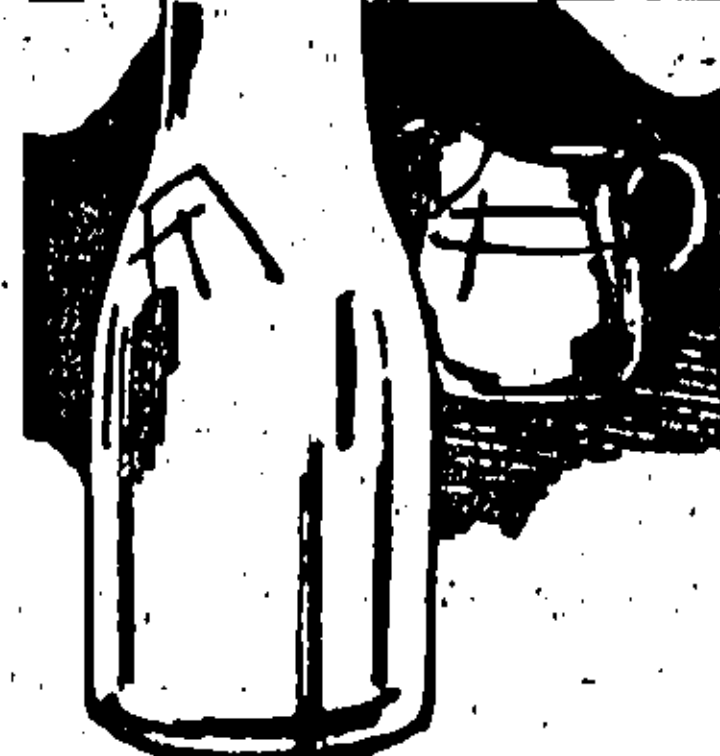
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Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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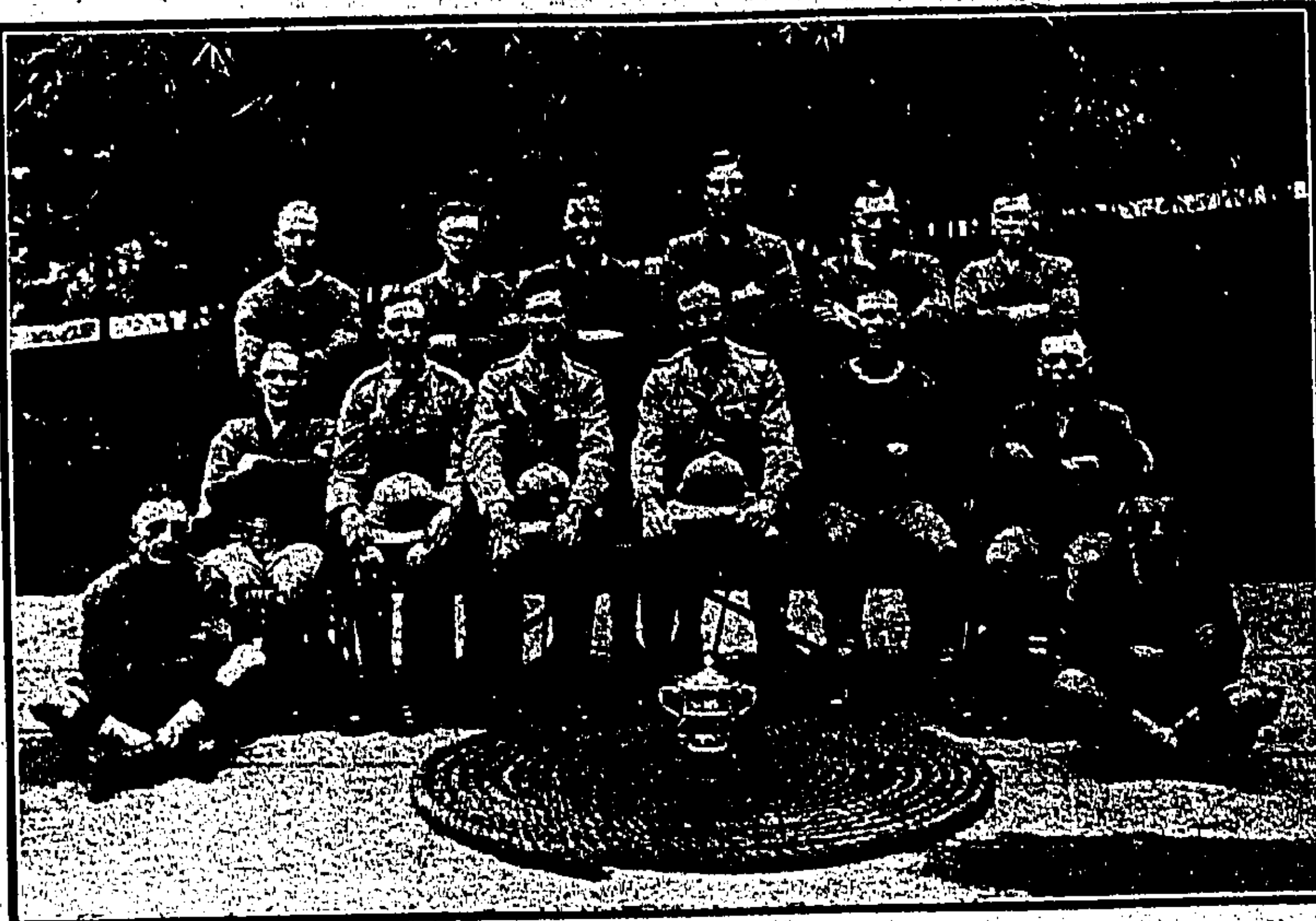
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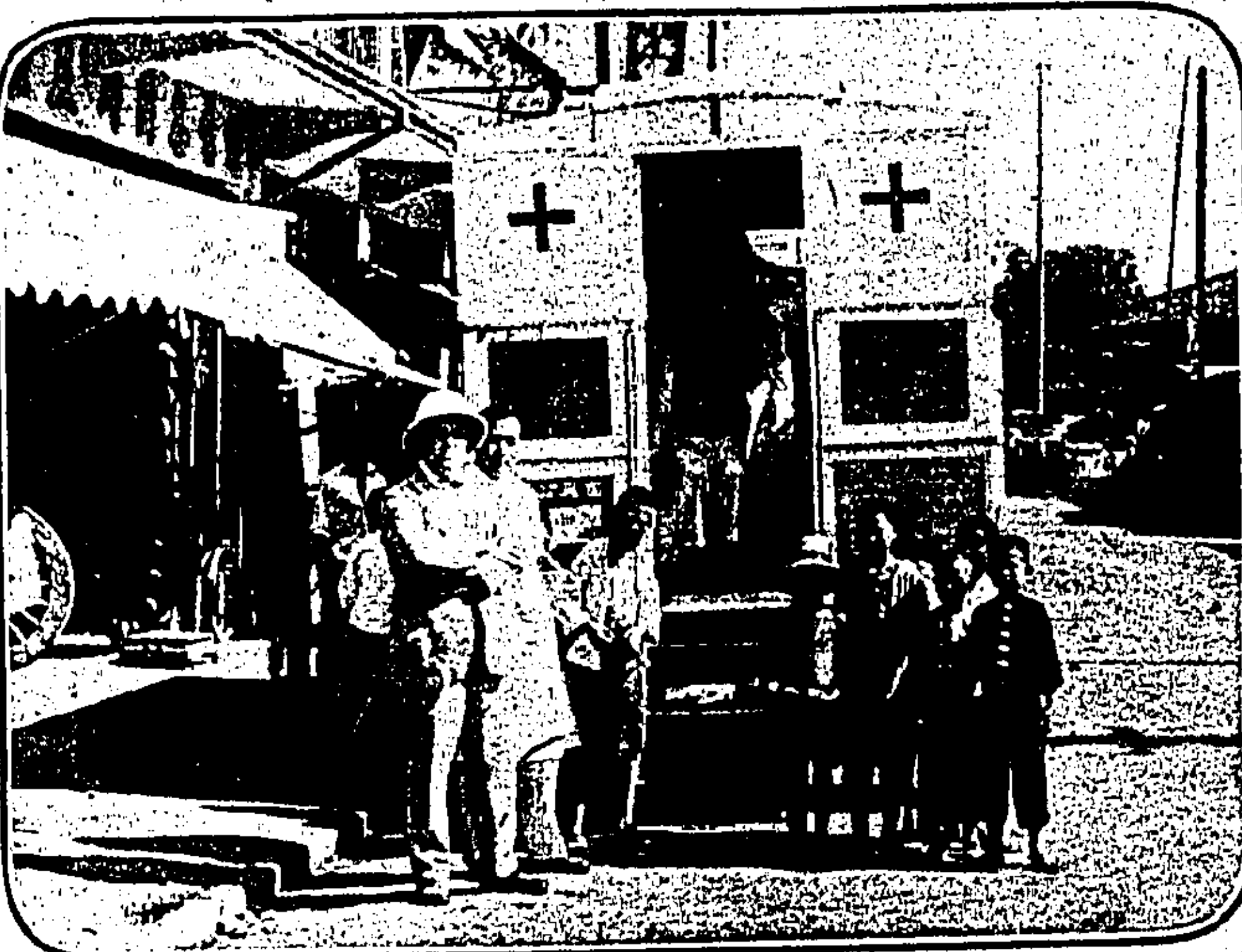
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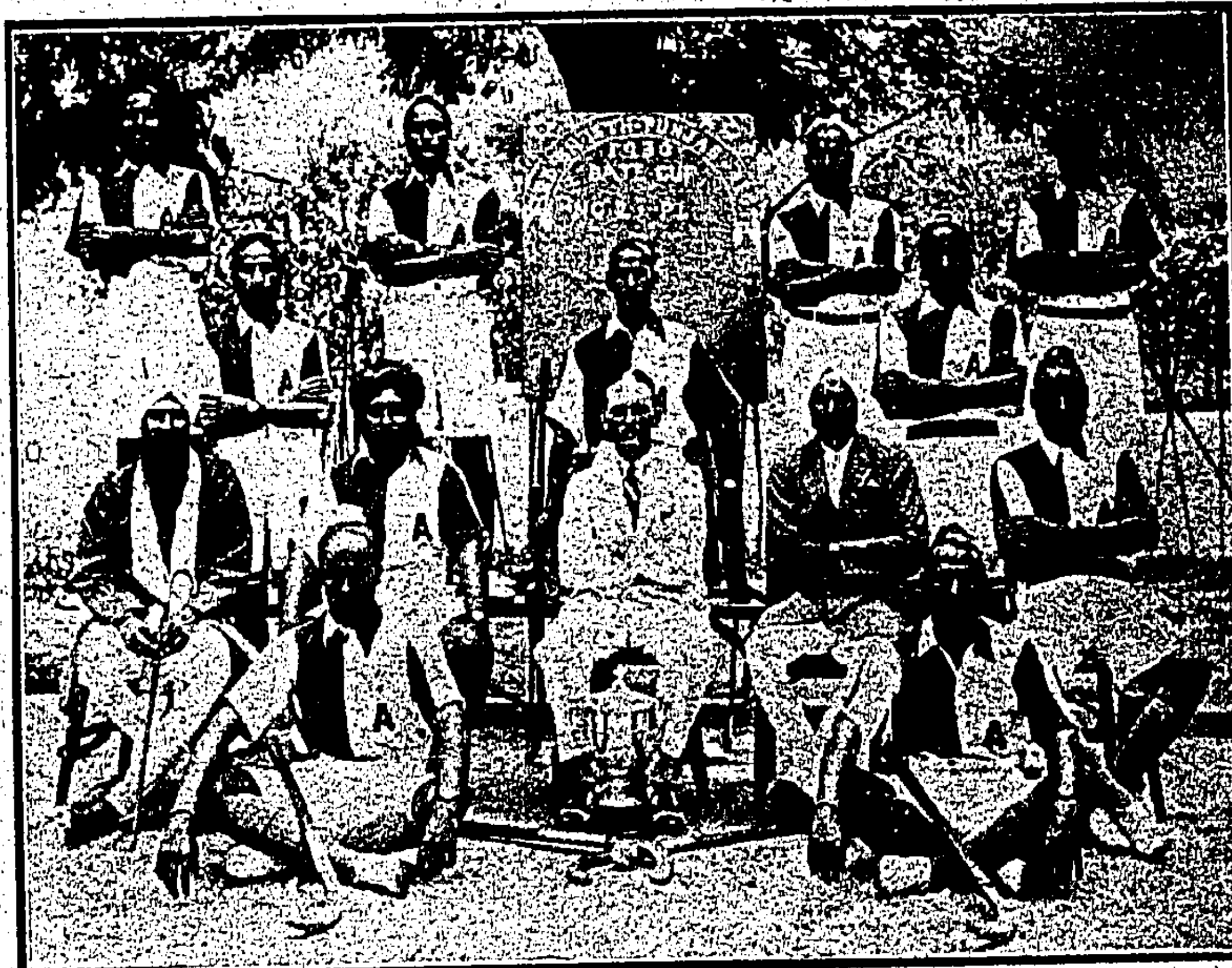
Picture shows the team from "A" Company of the 1st. Battn. Somerset Light Infantry which won the Inter-Company Tug-of-War Competition recently. (Photo: Mee Cheung).



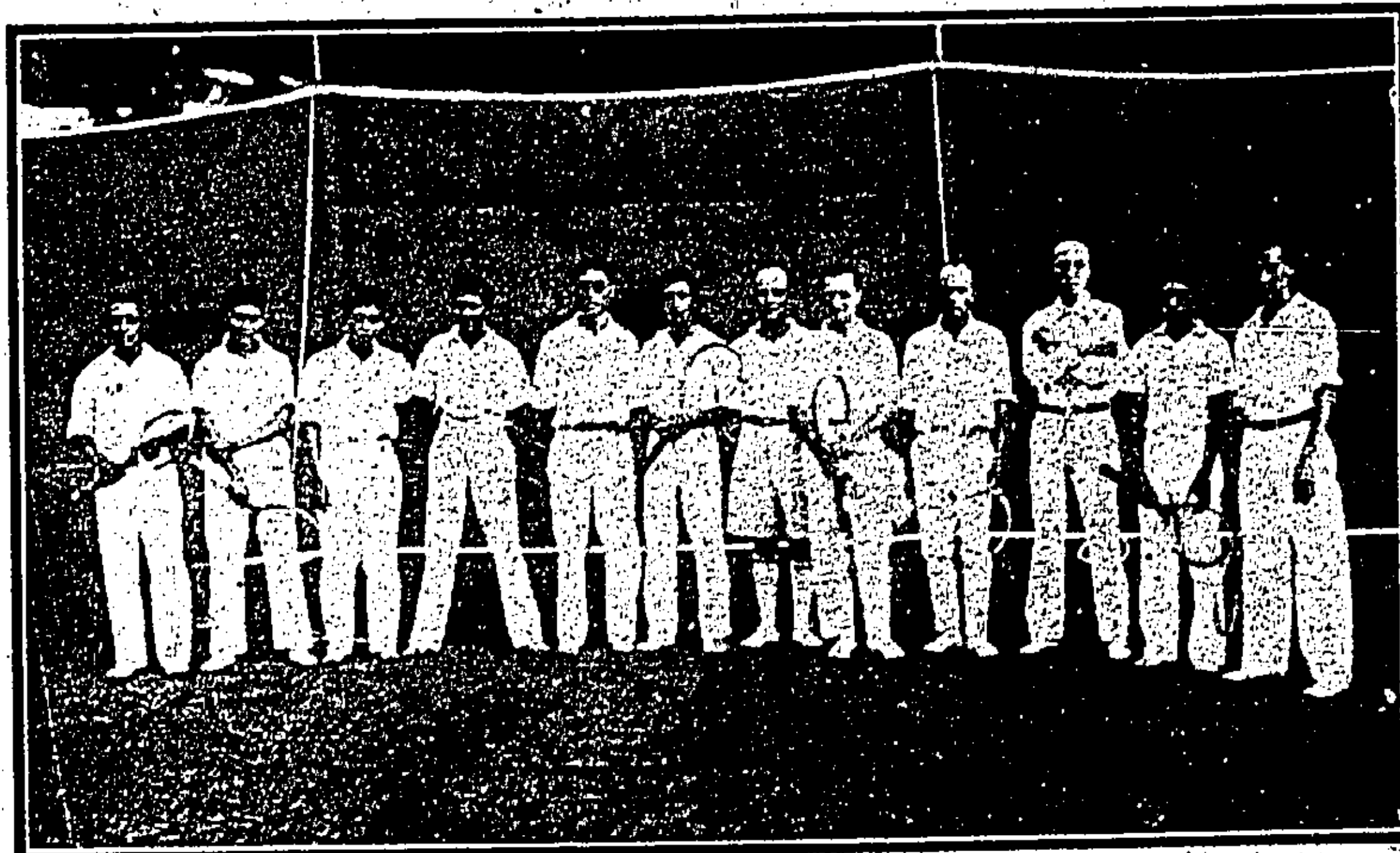
The first fish of the season. Above is the catch of black bass made by a local angler at Kowloon Reservoir on Monday, when the close season ended.



Three motor vans, with Chinese staffs, have been provided by the French municipal authorities in Shanghai for a campaign against cholera. The photograph shows a free vaccination in process. In the winter, the vans will be put to a similar use against smallpox.



Above is the team from No. 2 Platoon of the 3rd Battn. 15th Punjab Regiment, winners of the Bate Hockey Cup. (Photo: Ming Yuen Studio).



Here are the players who met in the Tennis League match between the Indian Recreation Club and the Chinese Recreation Club, the former winning by five sets to three and thus improving their chances of securing the championship. (Photo: Mee Cheung).



Sir Peter Grain presenting Mrs. Lanyon, wife of the second in command of the Green Howards, with a bouquet after the Army Cup presentation in Shanghai.



A pleasant glimpse of the Columbia Pool. Mr. L. R. Schinazi and his young daughter at the extreme left of the photograph. The pool is one of the most popular spots in Shanghai in August.



The Lawn Bowls League match in which Craigengower defeated Civil Service on Saturday is illustrated in the above picture. (Photo: Lee Fong Studio).